

BROTHERHOOD OF LOCOMOTIVE ENGINEERS JOURNAL

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BROTHERHOOD OF LOCOMOTIVE ENGINEERS MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
807 SOCIETY FOR SAVINGS BLD'G, CLEVELAND, O.

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NUMBER 1.

The Engagement Ring.

A little figure was rubbing its eyes as it struggled upright upon a seat in a tiny summer house in a tiny garden in the suburbs of Maidstone. It was spring weather, and sleep overcomes one so in the languid days of May. At least, it was certain slumber had overtaken Rose Maple, and she had slept through the whole time she should have been perfecting herself in her French lesson. For how was she ever to reside in Paris without knowing any more than to say a few sets of phrases out of her exercise book?

Rose's French grammar had fallen to the ground during her nap, and she stooped and picked it up with a long sigh of sleepiness. Then, as her eyes fell on the title page, where, in a bold text was inscribed her name, in connection with the words, "From Roland," a blush spread over her face, and her slumber was completely dissipated by a rush of happy thoughts. Turning the leaves of the book, to find the place where she was studying, she looked casually at the fourth finger of her left hand, thinking of the engagement ring wherewith it was bound; but the finger was empty and



S. & M. S. FAST MAIL PASSING DETROIT STREET, CLEVELAND, O., AT A 50 MILE RATE, BRO. GEO. MALT AT THE THROTTLE.—COURTESY BRO. G. F. CROSS, DIV. 3.

51
105
CA

forlorn—no ruby sparkled there. She uttered a cry of alarm. She remembered seeing the ring almost the last thing before she fell asleep.

She sprang to her feet, and looked about her in a bewildered manner. Even the most strong-minded of us are superstitious about some things, and Rose was so concerning the ring which was the sign of her betrothal to Roland Wallace. The two lovers had consecrated the

grass and leaf that grew under the seats, she looked on the seats themselves, but she found nothing.

By this time the blond face was pale, having lost its blushes of memory and surprise, and the clear hazel eyes were clouded.

She stood for a moment reflectively, at the door, trying to persuade herself that she was very silly to feel all at once so despondent. It was but a ring after all.



BRO. M. W. CADLE, ASSISTANT G. C. E.

Brother Cadle is a member of Div. 179, Sedalia, Mo. He worked his way up from a wiper, was promoted to engineer in 1879 on what was then the Illinois Midland, now Terre Haute & Indianapolis and joined Div. 155. He went to the Missouri Pacific in 1884 and transferred his membership to Div. 178. He was a part of the G. C. of A. on that road from 1887 to 1892, when he was elected Chairman, holding the position until his election of Assistant G. C. E. at the Los Angeles Convention, May 31, 1904.

trinket by special promises when he had put it on her finger.

Trying to console herself with hopes of finding it, she scrambled over every inch of the little place, uplifting every blade of

grass and leaf that grew under the seats, which it was a token, it had been Roland's mother's ring—it had been the betrothal sign for two generations in his family—and now it was lost.

"Because my hand was unworthy," thought Rose, with tearful eyes.

A voice from the house called, impatiently:

"Rose, Rose! your French master has come."

With a mighty effort, Rose conquered her tears, took her book and went to the house. In the hall she met her cousin Rachel, who looked at her with a surprised glance, and caught her by the

with the most disastrous affliction out there in the summer house. Has some irregular verb completely subdued you? Here, let me take the grammar a minute; I can set you right directly. What word is it?"

Rose retained the grammar with rather too decided a movement. She was indignant that everyone should persist in thinking her so childish. She would have passed by without replying, but Rachel



BRO. E. W. HURLEY, ASSISTANT G. C. E.

Brother Hurley is a member of Div. 439, Boston, Mass. He was in the service of the N. Y., N. H. & H. System for some twenty-five years, associated with committee work most of that time, was for many years Chairman of the G. C. of A. on that system, and held that position when elected Assistant G. C. E. at the Los Angeles Convention, on May 31, 1904.

sleeve, as she was going by without speaking.

"What in the world is the matter?" asked Rachel, in a soft voice, examining with comprehensive glance the face of Rose. "You look as though you had met

stood still before her. Then said, angrily:

"It has nothing to do with verbs, and I don't want to discuss the subject now. Let me go to monsieur."

"Oh, I beg your pardon," said Rachel,

immediately stepping aside, and speaking with the utmost good humor. "I only wanted to assist you if possible."

Rose went through the next room, thinking it was always so—cousin Rachel always kept her temper, always polite, and she consequently very often appeared at immense advantage, and it was usually before someone whose opinion she valued. What made Rachel, while she was apparently so kind and obliging always, so

not yet learned the fluent use of the words "antagonistic" and "uncongenial," or she would many times have consoled herself with them.

When she entered the library, where she usually took her lessons, a gentleman rose and came forward, took her hand, pressed it slightly, and looked with undisguised admiration at his pupil, who was not at all conscious of his manner at that moment, though she experienced a



BRO. H. E. WILLS, ASSISTANT G. C. E.

Brother Wills is a member of Div. 125, Clinton, Ia., was in the service of the C. & N. W. for a long term of years, being promoted to the position of engineer in 1868, and was for many years Chairman of the G. C. of A. for that system, and Chairman of the Legislative Board of Iowa. He was elected Assistant G. C. E. at the Los Angeles Convention on June 3, 1904.

often irritate her beyond endurance? It was very strange. According to all appearances, Rose ought to have loved her cousin very much, and been thankful it had happened so that she was an established inmate of the family. Rose had

diversion from her troubling thoughts. Monsieur looked as all Frenchmen ought to look—and a vast number of those who find their way to this country fulfill their duty, and present to us just such a face and figure as did Rose's teacher. He was

below medium height, slender, swarthy, with heavy dark hair and eyebrows, small eyes, beard a la Napoleon III., mustache waxed elaborately. But all Frenchmen do not possess such insinuating address, such politeness that is devotion itself, such tact, such gentle modulations of voice, all combined with an apparent unobtrusiveness, and then he was in reality a Parisian, and talked good French with a good accent.

A very fitting man, you will say, to be Rose Maple's teacher, while her lover was away. He was, in truth, a perfect jewel for a teacher; if a pupil did not learn rapidly and correctly, it was no fault of his.

Rachel North had once been a pupil of his, and it was she who procured his services in behalf of her cousin; for Rose, as the future wife of Roland Wallace, would be obliged to reside for several years, at least, in Paris, and it behooved her to know something of the language.

"Mademoiselle is not in the mood for her lessons today," he said, as she sat down opposite him, in her little low rocking chair; for she was accustomed to rock furiously, when trying to recall a rebellious conjugation.

"No; I am not in the mood," she said, sadly, his well-modulated tones rather soothing to her. "But we will begin, if you please, though I am sure I am more terribly ignorant today than usual even."

"Because something troubles you," he said, apparently in no humor at all to begin his task.

It was noticeable, if anyone had thought of it, that it required a remarkably long time for his lessons at that house—much longer than it took for the three romping boys who were blessed with his services next door. Monsieur was very kind and sympathizing, and Rose's heart was heavy.

"Yes, I have lost something very valuable—to me—and it's very mysterious about it. I cannot understand."

Monsieur, thus addressed, instantly looked at her left hand, and exclaimed, in a low voice:

"It is your ring! It is gone! That is, indeed, a loss!"

And monsieur, urged by his profound pity, took the hand in his, held it a moment, contemplating it with a kind of deprecating admiration; and then suddenly he raised it to his lips, and kissed it fervently.

Rose drew it away with a start and blushed, and monsieur exclaimed, in a half whisper:

"Oh, pardon me! Pardon me! You must have pity on a man tempted by such a beautiful hand, it is your fault,

mademoiselle; you should not expect men to be indifferent."

Then he turned hastily, and opened his book, not without a covert glance at the girl, to see how she took his boldness. But, as he rightly conjectured, that boldness was so strongly veiled—so pretended as an irresistible impulse, for which he was not accountable—that Rose thought it would be foolish in her to be angry. So, with burning cheeks, she also opened her book, and began hastily and blunderingly to translate. He let her go on, gently correcting the most flagrant mistakes; and when she had done, he read it to her in such a way, that she realized, for the first time, that it was an impassioned love passage from "Corinne," and she blushed still more as she listened.

When monsieur was going down the garden walk, after his instruction was over, it happened that Rachel was standing beneath the lilac bush at the gate; and standing so that she could not be seen from the house.

"How do you get on?" she asked, as monsieur paused by her side.

"Charmingly. I have kissed her hand with fervor today, and have gazed at her with my soul in my eyes, as the novels say," was the answer.

"Pshaw! Your soul!" exclaimed Rachel, with a laugh. "That sight must have touched her heart. Shall you win the little simpleton's affection?"

"That remains to be seen," he replied, "but the sport bids fair to be really enchanting. She is a divine child!"

"Oh, yes! So all the gentlemen think—including Roland Wallace. But he wouldn't fancy hearing you speak of her in that way."

Rachel ceased speaking, and drew something from her pocket, holding it out to her companion, and saying: "Can you make good use of that?"

"It is the lost ring!" he exclaimed, taking it in his hands, and smiling as he read the words engraven within it, "Faithful forever."

"So you found it? Oh, I see—the plot thickens. That Wallace is a fortunate man in that he is beloved by two such women. What will you have me do now? I am half resolved today to take the blonde child for my wife when her lover is alienated."

"The blonde child may be your wife, for all that I care," said Rachel's softly bitter voice; "but I predict that you'll find a vein of real character beneath her pretty ways. She isn't shallow, though she is childish. Win her if you can. Wallace comes back in a month. Keep the ring; let him know you have it as a gift from her before he sees her on his return, then the marriage may

not be so near. Both are proud enough, and you have wit enough to make this small conspiracy a success."

"And then?" asked monsieur with his black eyes on her face.

"Then Wallace may return to the fancy



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he once had for Rachel North," was the low answer, given with a good deal of malice in her tones.

"Thanks," said monsieur. "I now thoroughly understand our game, I am playing for a wife—unless I change my mind. Adieu, my friend."

And monsieur having bowed over his companion's hand, walked down the road; while Rachel sauntered slowly back to the house, and found that the whole household were uniting in a grand search for Rose's lost ring, and she kindly joined in the hunt.

Monsieur managed so dextrously, that even in the next three weeks people surmised that it was just possible that Rose Maple was being consoled for the absence of her lover. Rachel, whose scheming brain had resolved upon success, made no scruple to prevent the one letter that Rose sent to Roland, before he started for home, from ever reaching its destination. She sincerely wished monsieur might have the first telling of the ring story to Roland.

Notwithstanding appearances, monsieur knew inwardly that he had made no impression on the heart of Rose; but she liked to be with him—he amused and interested her, and she was thankful for anything that should help get away the time that still remained before Roland would come.

Monsieur could very well bide his time; he felt sure she would turn to him when the crisis came, and Rachel knew the proud temper of Roland too well to expect he would seek an explanation after having listened to the story awaiting him.

Monsieur had business in Dover the day Roland was to arrive; and it was he whom Wallace first saw when he sprang upon the wharf. He had only seen the Frenchman for half an hour, once, in company with Rachel; but he knew he was Rose's teacher, and he greeted him cordially, and accepted his invitation to dine with him.

When monsieur removed his gloves, and poured out a glass of wine to celebrate the happy return, Roland's eye was caught by what seemed a familiar spark on monsieur's hand, but thinking himself mistaken, he drank his wine, then looked again at the well-shaped fingers.

Yes, there it was, or the facsimile of the ring which had been one of the first things his baby eyes had seen. He stared hard at it, neglecting his dinner. Meanwhile monsieur was gaily chatting, but Roland heard not a word of what he was saying. At last he exclaimed excitedly: "I hope you will pardon me, but I must ask where you procured that ring? It is peculiar. I could have sworn there were not two rings of the same pattern in the world."

Monsieur's manner became instantly one of delicate confusion, and Roland's heart grew more and more fiery, his face flushed, his eyes burned, it could not be possible. The glowing hopes with which he had left the steamer were crushed back upon his soul.

"The ring was given me by one very dear to me," said the Frenchman, in a carefully modulated tone. "I have nothing to say on the subject, save that if a lady, young and inexperienced, finds that she has given her troth to a man whom she discovers that she does not really love, it remains for that man, if he is a gentleman, to release her honorably, and stifle his pain as best he may."

It is impossible to describe the sweetness of monsieur's tone—the pity, the deprecation, and yet the firmness of it.

Roland listened as to the voice of doom. Rose had been mistaken; this Frenchman had been her companion during many of the days of his absence, and she had discovered that she had given her troth to the wrong man! "It remains for that man to stifle his pain as best he may." These words rang dully over and over in his brain, which seemed suddenly deadened.

He sat silently for many moments, leaning his head on his hand trying to recall his mind to him, so that he could think contentedly. At last he looked up and said, "Allow me to take the ring a moment?"

Monsieur took it from his finger, and handed it to him without speaking. Yes, there was no mistaking it—there was the very stone—one or two scratches on the gold he remembered, and the words, "Faithful forever."

He returned it, saying, in a high voice, "Thank you. Miss Maple showed extremely strange taste in bestowing this upon you. But love may explain everything." He rose from the table. "Excuse me; I wish to catch the next train."

Monsieur felt that he must know if he was going to Rose, though he hardly believed that possible, and he said, "For Maidstone?"

"No," was the reply, haughtily; "for my country-seat in Hampshire."

And Rowland walked out, very erect, with a very white face and glazed-looking eyes.

"Ah! ah!" muttered the Frenchman, looking at him. "I'll wager my life that he doesn't turn to Rachel for consolation; but what may time do? with an after-thought concerning Rose."

In a few days he returned to Maidstone, and walked out to the residence of the Maples. He rightly judged that Roland would have written before this time, re-

leasing Rose, and he hoped he might aid in restoring serenity to her mind.

"How is she?" he asked of Rachel, who came first into the parlor.

"She is well, apparently—only fully ten or twelve years older than when you saw her last. There she is; I don't care to be enlivened by her presence. You've done admirably."

And Rachel left the room as Rose entered from the garden.

Monsieur, well poised as he was, could not refrain from starting slightly as he saw how correctly Rachel had spoken. This woman who greeted him coolly and composed, had, indeed, the features and figure of Rose Maple, but the features were sharper, the eyes large and cold; the figure had an erectness that suggested almost an aggressive self-reliance.

With amazement, monsieur found that he could not resume his former familiar manner, and on every successive visit he became more and more convinced of the fact. She gave up her French lessons; but he begged the privilege of calling and it was accorded in the same manner she would have loaned him a book.

He persevered in his acquaintance for a year, and at the end of that time he decided that Rose Maple wasn't the girl he thought she was, and he dropped her from his friendliness, heartily wishing he had never touched the stolen ring.

Meanwhile Rachel North had made it convenient for her to spend the greater part of the year in Hampshire, near Roland's abode—for he had suddenly decided to remain at home for a while. She saw him often, but he did not even remember that he had ever fancied the dark and not unhandsome face of Rose's cousin. Failing entirely where she hoped for success, Rachel suddenly married a wealthy widower, and blossomed as one of the most fashionable women at the West-end.

Not many months after her marriage, Roland received the following note from Monsieur, who finally discovered he had a heart and conscience, though not oversensitive ones:

"My dear Monsieur Wallace—Pray let me relieve myself from a wicked secret. The ring you gave to Rose Maple was stolen from her—though not by me—and given to me to do as I did with it. Consequently, Mademoiselle Rose knows not, to this day, why you released her. I return the ring with my blessing."

As I do not know the precise time it requires for the train to reach Maidstone from Roland's abode in Hampshire, I cannot tell how much time passed after the receipt of that letter before the ruby ring

was again on Rose's finger, and Rose's weeping face hidden on Roland's shoulder.—*Leslie's Illustrated Newspaper.*

The Death of the Old Year.

ALFRED TENNYSON.

Full knee-deep lies the winter snow,
And the winter winds are wearily sighing:
Toll ye the church-bell sad and slow,
And tread softly and speak low,
For the old year lies a-dying.
Old year, you must not die;
You came to us so readily,
You lived with us so steadily,
Old year, you shall not die.

He lieth still: he doth not move:
He will not see the dawn of day.
He hath no other life above.
He gave me a friend, and a true true-love,
And the New-year will take 'em away.
Old year, you must not go;
So long as you have been with us,
Such joy as you have seen with us,
Old year, you shall not go.

He frothed his bumpers to the brim;
A jollier year we shall not see.
But, though his eyes are waxing dim,
And though his foes speak ill of him,
He was a friend to me.
Old year, you shall not die;
We did so laugh and cry with you,
I've half a mind to die with you,
Old year, if you must die.

He was full of joke and jest,
But all his merry quips are o'er.
To see him die, across the waste
His son and heir doth ride post-haste,
But he'll be dead before.
Every one for his own.
The night is starry and cold, my friend,
And the New-year, blithe and bold, my friend,
Comes up to take his own.

How hard he breathes! Over the snow
I heard just now the crowing cock.
The shadows flicker to and fro:
The cricket chirps: the light burns low:
'Tis nearly twelve o'clock.
Shake hands before you die.
Old year, we'll dearly rue for you:
What is it we can do for you?
Speak out before you die.

His face is growing sharp and thin.
Alack! our friend is gone.
Close up his eyes: tie up his chin:
Step from the corpse, and let him in
That standeth there alone,
And waiteth at the door.
There's a new foot on the floor, my friend,
And a new face at the door, my friend,
A new face at the door.

'Twixt Game and Salad.

The game course was just being removed when the first message was delivered. The butler whispered it to Harrison, their host, and Harrison leaned toward young Grant with the "I-hate-to-alarm-you-but-be-prepared-for-the-worst" air.

What he said was, "Something wrong up at your mother's, Harry, and they want you at once."

Grant turned sharply. "Where—"

"From the club, Jenkins says."

The pretty girl on his left murmured, "I'm sorry," and tried to gather the fro-frous of her chiffon gown out of the

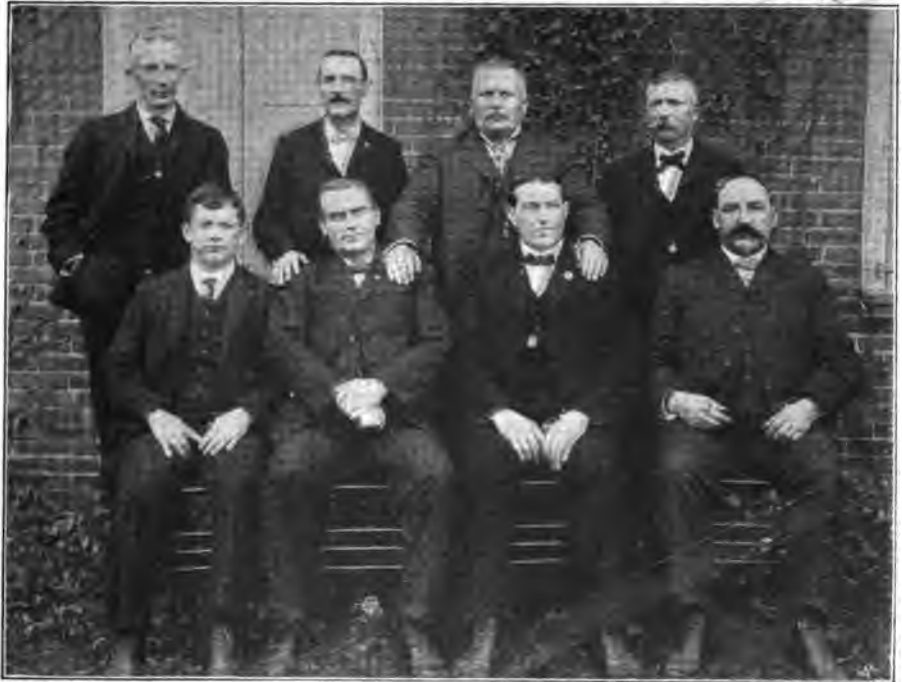
While he was pulling on his top coat the second call came. He went to the telephone in person. It was a cousin by marriage.

"Hello! That you, Harry? Awfully glad to have reached you. They've been telephoning all over town for you. Something wrong with your mother."

"What?" demanded Grant, sharply.

"Can't say, but they seem on edge to get hold of you."

Young Grant hung up the receiver, grabbed his hat from the hands of the man servant and dashed down the steps. At the next corner was a cab stand. He offered the Jehu an extra dollar to make extra time, and the cabby took him up.



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way of his feet, which had suddenly turned as heavy as lead. Murmurs of conventional sympathy rippled the length of the rose-lit table. Young Grant turned in the doorway. The pretty girl—her name was Ethel Merrifield—was playing with her salad fork, and he thought there was just a trace of anxiety in her face. Was it for him and his? No, he remembered as he bowed gravely to Mrs. Harrison and slipped through the curtains—his feet had become tangled in her frock. Doubtless, he had ripped the frail fabric into shreds.

They plunged through the black mist of the rainy fall night. The hansom swayed and banged mercilessly. The cabby was making good his promise. The door of the hansom was swung shut with a vicious bang and caught Grant's finger. He pulled it away with an indefinite realization of pain. Then there came to him suddenly a mental picture of his mother's slender figure, arnica bottle in hand. To be sure, there had been times when he had resented being "babied," but there was always comfort in that phrase, "Brave little man," the tonic



MEMBERS OF DIV. 586, RICHMOND, IND.—COURTESY E.M.O. W. L. SCOTT, P. A. E.

employed after the binding-up process was over.

Somehow he had forgotten the rose-lit dinner table, the gracious hostess, the polished, confident host—even the pretty girl on his left.

He leaned forward to see the name on the next street lamp, and the window of the hansom blew in, the framework striking him full in the face. It was an ugly blow, and again he saw the mother of his boyhood days. There had been a night—the memory returned vividly at this moment—when his mother had sat by his side through the grim watches of midnight and the cold, pulseless hours of dawn, never relaxing the divine grip of motherhood on the little life he had tried to snuff out at a premature Fourth of July celebration.

He groaned aloud. To be sure, when one's mother insists upon making her home with a married daughter possessing three noisy children and a shiftless husband, the son who has business and social prospects cannot be blamed for taking up his abode at bachelor apartments, but then he ought to see his mother once a week at least—no, it ought to be twice a week.

The hansom stopped with a jerk that nearly threw him through the door. He tossed the man a bill, and asked no change. He sped up the steps, and was still holding the electric button with a nervous pressure when the astonished maid threw open the door. He pushed her aside and ran into the dimly lighted hall. Of course his sister must economize, but at a time like this, why didn't she—

He paused and drew his breath sharply.

There, in the narrow circle of lamp-light, in the small drawing room, sat his mother, her hands clasped on the cover of a new magazine, her white hair piled in stately puffs and draped with the familiar mantilla of Spanish lace, a mildly expectant expression on her thin face.

"Mother!"

"Harry, my dear boy, I am so glad you have come! Here's a letter from a lawyer. It has been worrying me all day."

Young Grant took the letter mechanically, and his mother prattled on.

"You know, dear, I am so afraid of the law. It beggared your father, and drove Aunt Maria into an asylum. I wish you would not go to law. Is it anything important, Harry?"

Harry Grant crushed the letter in his hand. He wanted to say things.

"Just a note from the lawyer who straightened up that little affair of yours with the Dobbins brothers. After I paid his bill I sent him a case of wine. He had been particularly decent about the

whole thing. This is a note of thanks for the wine, that's all."

Then there came back to him the memory of the rose-lit table, the gracious hospitality and the girl on his left.

"Why, in time—" he burst out. Then he caught the happy, child-like relief in his mother's face—and he laughed. He kissed her, and they spent the rest of the evening together, and she told him for the twentieth time the story of how the law had beggared his father.

* * * * *

"And Grant laughed. He said, to save his soul, he couldn't help it. It was all so absurd, the nasty half hour he had had in that cab all for nothing, and the placid way in which his mother took the whole thing. Think of being yanked away from one of the Harrison dinners and laughing about it! It's funny what a fuss women make over nothing. Now, the old lady might have known that a business letter sent to a chap's house is not important. But they must do just so much stewing! It's a wonder he didn't swear instead of laugh!"

It was Jack Follensbee who spoke, and Ethel Merrifield smiled at him across the tea table. She was serving at the Art Club tea.

"Do most men swear under such circumstances?"

"Well, rather," said Follensbee, carelessly. Then he added over his shoulder as he moved away, "I know I should."

The crowd had thinned somewhat when Harry Grant arrived and claimed his tea from the fair server. They carried their cups to a corner among the palms, but the tea turned cold.

"I am afraid I spoiled things a bit the other night at Harrison's," he was saying. "I was awfully cut up, somehow, and I have an idea that I ruined your gown when I stumbled away from the table."

"What makes you think so?" she inquired gently.

"Oh, you looked a bit anxious, and I thought I'd put my foot in it literally."

The girl's hand trembled. She was rich and proud. Young Grant was rich in family connections only, and he, too, was proud. Her voice was low and tender.

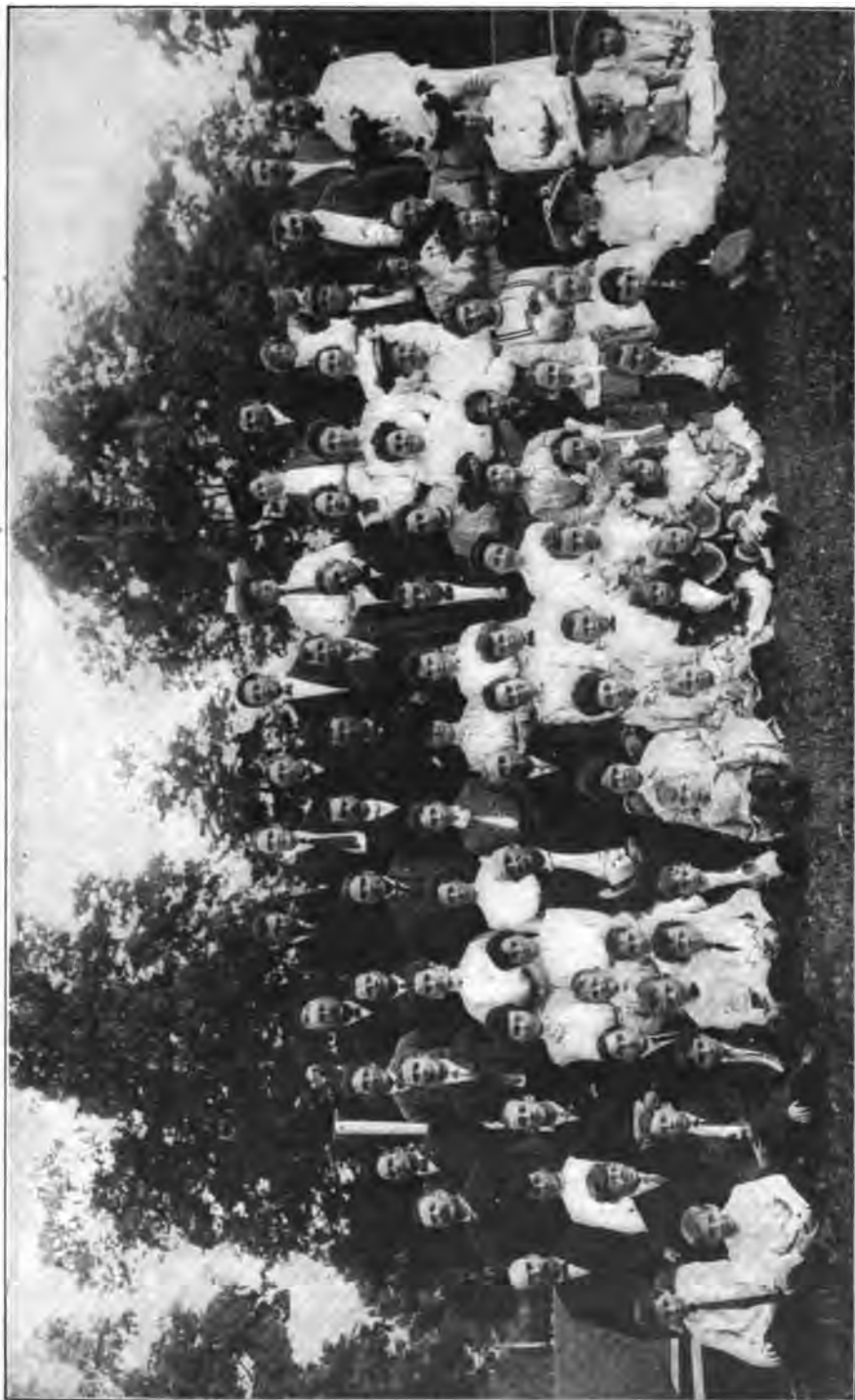
"Yes, I was anxious—for—you."

Grant looked straight into her eyes. Then he took away her cup and set it beside his own on the tabourette.

"I—I hardly dared to think you cared."

"I wasn't quite sure myself—but that laugh decided it."

And though she tried to explain, Harry could not understand. Perhaps that was because he was too happy to be logical. Perhaps it was just because men do not understand how light a feather will turn



MEMBERS OF DIV. 598 AND FAMILIES, RICHMOND, IND.—COURTESY BRO. W. L. SCOTT, F. A. E.

the scales of a woman's love, yes, even so light a thing as a laugh—at the right moment.—*Philadelphia Inquirer.*

A Venture in Fiction.

"There must be some interesting story! There always is about such places. Think hard!" said Miss Cobden.

Dr. Marshall smiled at the pretty, earnest face turned to him. Girls like Miss Cobden were as rare in Eliotville as strawberries in January, and the doctor, fully awake to this fact, was making the most of her stay in the quiet old town.

Fortunately at this period, the general status of health in Eliotville was considerably above par—fortunately for the doctor, for he was a conscientious young man, and would never have neglected a patient even for such merry eyes and bewitching mouth as Miss Cobden possessed. As it was, he was free to spend most of his time in her society; to drive with her among the hills, and to walk with her across the fields, where already, with the opening spring, Mother Nature was working her countless miracles.

"Interesting stories are rare here," said the doctor. "Really, I can't recall a single local incident that isn't either sordid or commonplace."

"Oh, I'm sure there's one," Miss Cobden said. "Every town has its traditions and its folk-lore. Think hard," she urged again.

"I'm afraid I don't know them, then," he said. "Hold on, though! The very one! Stupid I didn't think of it before."

"Produce it!" the girl commanded. "I'm all attention."

"Do you remember that little house up among the hills?" asked the doctor, "the tumble-down, weather-beaten affair with the honeysuckle at the door?"

Miss Cobden nodded.

"Once," said he, "a very pretty girl lived there. She eloped with a young fellow from the next town. They drove like mad over five miles of the worst road in this section to the parsonage, with papa on a foaming black mare following hot on their trail."

"How interesting!" said Miss Cobden. "Tell me all about it."

And this the doctor proceeded to do. He told the story well, giving color to every little detail. Miss Cobden listened raptly. The color in her face came and went, and her eyes shone.

"It's just the sort of a story I wanted," she declared as the doctor finished. "I want to see the little old house again and the parsonage, too, and the bridge—in fact, the whole of that ride."

The doctor leaned forward in his chair.

"Suppose," he suggested, "we drive over the route Friday afternoon—just as they did, lickety-split, as if papa were after us on a foaming black mare. Would you care to?"

"It would be immense," she asserted with enthusiasm.

Friday afternoon the doctor pulled up before the house of Miss Cobden's aunt, with whom she was staying. He wore an immaculate frock coat, and a shining high hat gave him quite a distinguished air. Miss Cobden laughed gaily as he helped her into the buggy.

"I wanted to make this as realistic as I could," he explained, "so to borrow local phraseology, I 'handsomed up.'"

"That," she said lightly, "was just why I put on my best bib and tucker. Of course, that other couple wore their best clothes."

"And their understudies can do no less," laughed the doctor.

They drove along the winding roads to the little house among the hills. The doctor reined up the horse in the little driveway.

"Now," said he, "here is where the ride begins. Sit tight, for I promise you I shall make it as exciting as possible."

"Do," urged the girl.

"Imagine papa standing in that side door," he said. "He is muttering profound curses and otherwise misbehaving verbally. Now he starts for the barn to saddle the black mare. We're off!"

He touched the horse with the whip and they flew down the drive into the roadway. Down the little hill they sped, the doctor urging the horse into a break-neck run. When they reached a little hollow he turned to the girl.

"Papa in sight yet?" he asked, anxiously.

She laughed gaily as she caught the spirit of the thing, and looked back.

"Not yet," she said in a nervous little voice.

The pines and cedars flew past as they galloped up another hill.

"It was here, probably," the doctor explained, "they first sighted papa. Do you see him yet?"

"Yes," she said, "he's galloping down the hill."

"Is he gaining on us?" asked the doctor.

"I don't think so," she replied with absurd gravity. "But hurry! oh, hurry!"

The doctor shouted to the horse and the buggy swayed from side to side on the uneven road. The girl's cheeks were flushed and her eyes sparkled. They thundered across a little bridge.

"It was here," said the doctor, "the

wagon came near upsetting and he put his arm about her lest she be thrown out."

Suiting the words, he slipped an arm about Miss Cobden. She gasped, sat very erect for a moment and then nestled against his broad shoulder. He could have shouted with delirious joy.

On they flew, the buggy banging recklessly, and the doctor's left arm holding the girl close to him. Presently they came to the foot of a steep hill.

"The parsonage is at the top of the hill," said the doctor, "and it was about here their horse fell down, and they ran up the hill afoot. I can't make Dolly fall down, but we'll let her graze along the side of the road. Quick!"

He reined in the horse, jumped out and lifted Miss Cobden to the ground. Then he caught her by the hand and they ran lightly up the hill. At the top was a small white house, and before it they stopped, panting breathlessly.

"Such was their ride," said Marshall, dramatically. "Shall we repeat the climax? Shall we go in?"

The girl's eyes opened wide.

"I—I—took out a license—er—this morning," panted the doctor without looking at her.

"Papa has—has reached the foot of the hill. He's—he's starting up now," said the girl, also looking away.

* * * * *

After the parson had kissed the bride and told the groom what a lucky fellow he was, they left the parsonage and went down the hill, hand in hand again. The shadows were lengthening eastward and frogs were beginning to pipe.

"Do you suppose that other couple were as happy as we are?" the girl asked.

"They couldn't possibly have been," the doctor chuckled.

"Why?" she asked.

"Well," said he, his eyes on the saffron colored clouds in the west, "when you insisted on a story, I—er—I had to venture into fiction."

She stopped short. He was aware that both her hands were on his shoulders.

"Anyway, it's the finest story in all the world, dear," she said.—*Philadelphia Inquirer.*

A Nantucket Christmas of Long Ago

A TRUE STORY.

The old, gray, weather-worn house stood with its back to the cliff, shielded from the storms. The great stone chimney rose like a tower from the roof, just over the place where the four rooms met below, so that each one could have its

fireplace. My hostess was pointing out this chimney one day when it suggested to her this story of a Christmas long ago.

"My father was captain of one of the old whalers," she began, sitting down on the doorstep with me, "and his ship was long overdue. It was late in December and terrible weather, and mother was so sad and fearful that we, too, felt she must be right and poor father would never come back. The day before Christmas I couldn't stand things so any longer, and I said: 'Let's do something to cheer up! Let's have a candy pull with all the girls here tonight!' My sister jumped up and said, 'Let's!' as if she felt just as I did. Mother said we might, so we hurried out and asked sixteen girls. The Nantucket boys were as fine a set as you'd find anywhere, but we didn't ask one, just for the fun of the thing, to see what they'd do. By night they knew all about it and vowed they'd get even some day.

"When the girls were all there we hung the great iron pot full of molasses on the crane in the kitchen chimney and sat around and told stories while we waited for it to boil. Presently mother called us to come into the front room and see how the weather had cleared all of a sudden and how the moon was rising right out of the sea. It did look beautiful, and we all stood looking till someone exclaimed that if we didn't look out the candy would surely burn, and then we hurried into the kitchen—and the candy was gone, kettle and all! Gone entirely, though all the windows and doors were fastened for the night, just as we had left them. No one could have come in or out of the house without our seeing him, either, for both the front and back doors had been in sight all the time. Well, we hunted and listened and looked, but not a trace was to be found of the candy. It just looked like witchcraft.

"By and by, all the girls went home excited enough, and we went to bed, but we could not sleep. If ghosts had not done it, who had? And who but a ghost, and a strong one at that, could ever have lifted and carried off that heavy iron kettle all boiling hot?

"We did not have Christmas trees in those days, and we did not give presents, either, because it was thought to be wrong, but we had a grand Christmas the next day in spite of that, for father's ship got in early in the morning, and by noon he was with us, and when he undid his bundles there were presents for everybody. It was about the happiest day in our lives.

"By and by we told him about the candy, and how he laughed at us. 'Ghosts,' he said, 'ghosts in Nantucket! I'll rout them out.' So he went and

looked up the chimney. Then he went out and climbed up to the roof and called us girls to come. We only had to climb up the cliff at the back of the house and step right out on the roof, and father, being a sailor, could walk on the ridge pole as if it had been flat. The snow on the cliff was all trampled down and black with soot, and there was molasses candy hardened everywhere. So, of course, we guessed in a minute how it was. Those boys had been watching us, and when we left the room they just pulled the kettle right up the chimney. We found afterwards that they had a rope with a hook all ready.

"When they found that we knew, they

I had it made up and wore it to be married in, so that I never forgot it. Taking it altogether, that was a pretty nice Christmas."

She sat smiling to herself like a girl again as she looked up at the huge old chimney up which went the Christmas candy, and out toward the beach where the Christmas whale had lain.—*Caroline Benedict Burrell, in Ram's Horn.*

A New Year's Wish.

A little tenderer each day
To all who hold me dear;
A little sweeter in my home,
May I become this year.



CATALINA ISLAND, CAL., FISH.

Fish caught by Bros. J. J. Sheehy and C. J. Singleton. The fish weighed 28, 26, 22 and 20 pounds respectively.—Courtesy Brother Sheehy, Indianapolis, Ind.

brought it back, and the girls came in and we had another candy pull that afternoon. But before that we had all been to the shore to see a very wonderful thing. When father went away he said: 'If I bring a whale back with me you girls shall each have a silk dress.' We never had thought of it, for whales were always found away out at sea, but it happened that as they were near home they found one and just towed it in, and there it was Christmas morning, right on the Nantucket sands. And that was the way I got my first silk dress, and the next year

O, may my eyes, that plainly see
My neighbor's faults, grow clear
To sins and errors in myself
As fades the passing year.

As the chill winter frosts give way
To sunshine's sweet appeal,
May to the winter of my heart
Love's gentle radiance steal.

And thus upon life's barrenness
Shall flowers and fruit appear,
Each season bringing heaven's gifts
To bless my happy year.

—*Mary F. Butts, in Christian Endeavor World.*

Marketing for Magyar Maidens.

The Magyars are the dominant people of Hungary, especially on the plains, and they have some queer customs, especially in the manner of selecting wives. A writer visiting Hungary tells an interesting story of the annual maiden market as he saw it in Bodony:

The girls were mostly handsome, well-proportioned Magyar types, who, in their artlessness, did not seem to find anything improper in the short cut of their skirts, which barely reached below their knees. They wore shirt waists of light material, dark shawls crossed over the breast, aprons, and thick, red or blue stockings in low shoes. Some were bare-headed, while others had large gray kerchiefs tied over their heads in a peculiar fashion.

On both sides of the village street gingerbread bakers and gew-gaw dealers had erected canvas tents for the sale of their wares. There were acrobats and fakers, and an organ grinder turned the crank of his instrument with the rapidity of the merry-go-round in front of which he was stationed. The cars of the merry-go-round were filled with giggling girls, while others strolled about in small groups among the tents, admiring and commenting on the goods, and being followed by their elder relatives.

The young fellows, with their friends, lined the street, eyeing the girls and exchanging remarks about them. Whenever a group of the latter stopped in front of a stand, which happened quite often, in order—as it seemed to me—to give the lads a chance to approach, one or the other young man would step up and begin a conversation with a girl who had attracted his attention.

I was much interested in the proceedings; in fact, enough so to spend several hours in Bodony, during which, with the help of my Ratfa host, I learned all about the annual maiden market, the main features of which are the following:

The preliminaries, generally, consist in the young man buying the girl, who has made some impression on him, a gingerbread heart or something similar, and an inquiry as to what village she nails from. He addresses her with the familiar "thou," while she uses the conventional "maga," corresponding to the English "you." The conversation which follows is not very clever, being more or less restricted to good-natured banter.

During this conversation this girl is critically eyed by the relatives of the young man, who carefully inspect her whole appearance. After awhile they join in the conversation. If everything seems to be satisfactory, the young couple walk off arm in arm, while fur-

ther negotiations are carried on by the two families interested, for the girl's relations are present to conclude the bargain. These negotiations turn about the household articles, such as furniture, feather-beds, etc., live stock and land, which are to form the dowry of the girl, and the dickering lasts sometimes the greater part of the day.—*The Pilgrim*.

Pa Goes Christmas Shopping.

Maw was complainin the Other day about How mutch trouble it was Goin Chrismus shoppin with the stores So crowded you couldn't hardly git thrue and everybuddy tryin to see Which could tramp on your toes the Offunest in a given Time.

Paw didn't pay enny a Tenshun till He got thru readin about the Laitest base ball deal. Then he throwed the paper Down and says:

"What's that?"

So maw told him agin, and paw says:

"I tell you what I'm agoin to Do. I'll git a Day off and we'll go and Finish up this job all at wunst. It makes me sick To hear this Foolishness about shoppin troubles all the Time. If wimmen would no how to Go at it they wouldn't have no Bother. The way to Do is make up your mind what you Want to git and Then go and By it without Runnin all over the sitty and examinen all the Fall and winter stiles of folden beds and sossidge grinders when you no frum the start that you are agoin to git a solud silver teaspoon what was marked down From sixty sents. You go along and Watch me this time, and it'll save you lots of trouble in the Fewture."

Paw got his Day off all rite, and Aunt grace come over to Take care of the baby and the pupp becos maw sed it was a Shame if me and Little albert Diden't get a Chanct to see the sites.

When we got Down town and was pushen thru the crowd pretty soon we Come to a place where they was a turtable Jam, and all the people was tryin to Git ahed of each other and some Had thare Hats knocked down over thare eyes, and Everybuddy was pullen or pushen, and paw Let go of Little albert's hand and hollered, "Hello, here's a fite goin on," and tried to rush in where it was. After while He found a noopenin, and that was the Last we Seen of him fer a long time.

At last I cot site of Him ftiin his way Out agin By comin Side ways with a glassy look, and I Hollered:

"What was it, paw?"

"Thay was Sellin salt sellers with solud Silver Tops on them in Here fer five sents

apeace today," paw says, "and I Bot ten."

"What on Erth do we want with Them?" maw ast. "We got all we need."

"Well, we can remember our frens," paw says. "They'll Come in handy if we git presents from people we Diden't expect to send ennything to."

By the Time we got whare maw could Stand off and look at paw she seen that three of his overcoat buttons was tore out by the roots.

Then we got in an immense place whare thay had toys and Things, and I gess the old Feelen he used to have When he was a boy got into paw agin. Enny way he

"That's enuff to make Even a gote feel Sheepish."

Then paw rose up and sed:

"Do you mean to Insinewate that I'm a gote?"

Everybuddy around thare was laffen so I couldn't hear what the man ansered, and He went away while paw was Settlen fer the sheep.

Over at the next counter they was Sellen Bibles what was Damaged by water. They was a turrable crowd around.

"I never new before," paw sed, "that peepke thot so mutch of the Bible, But I gess thay don't want it fer home use. Thay can always give it to Sumbuddy else without maken them



MEMBERS OF G. I. A. DIV. 127, HORTON, KAN.

Mrs. E. A. Toners. Mrs. J. A. Johnson. Mrs. G. L. Oyer. Mrs. C. L. Penrod. Mrs. D. P. Smith.
 Mrs. H. J. Fisher. Mrs. Wm. Casey. Mrs. Dan Hill. Mrs. Henry Walker
 Mrs. O. B. Kiltmer. Mrs. Wm. Kirk.

wanted to wind up Every Thing what would go, and purty soon we come to a Sheep which would Blatt if you pulled its Tale. They was a Big crowd around and a Clerk was Doin the pullen, But as soon as he quit paw got to the Frunt, or mebbly you ot to say the rear, with Little albert and Took a hold. Sumthing seemed to Stick, and paw Give a jerk and the tale come off. Paw held it in his hand kind of sapisred fer a minut and a Tall man with fur around the Bottum of His overcote sed:

mad. So we mite as well git a few, too."

By fiten purty hard he got Up to the counter and found one that wusen't Badly damidged. So a lady with a Dubble chin reached over and Took it away from him, and while paw was tryin to Find out what she ment by it they crowded him away and maw come hurryin around frum behind a post and ast Whare Little albert was.

After paw had hunted nearly all over the store we found Him whare they was a Little train of Cars runnen on a Track,

and paw got interested and Staid a Long time watchin the Fun and resten Up.

"Well," maw says, "what you goin to git fer Aunt Grace?"

"I dunno," paw ansered.

"I thot you had your mind all made up," maw told him, "so you would only Haft to pick out what you wanted when you Got Here."

They was three or fore men Come chasin a pickpocket about that Time, and one of Them run agin paw and

ner in the Small of paw's back. Paw couldn't move the Sled.

"It beats the dickens," paw sed, "that Everybuddy Hast to Take the first Car comes along or die in the attempt."

"Yes," Sumbuddy sed, "why didn't you wait fer the next one?"

Paw was too Bizzy tryin to find whare the plenty of room up in frunt was to anser.

After we got Home maw says:

"Well, paw, did you get Everything you wanted?"

Paw set the Sheep without enny Tale on the floor and handed maw the Ten salt sellers and sed:

"What do You mene? It ain't a man's place to By Chrismus presents. Some winmen Don't use enny reason a tall. By George, they want a man to ern the munny and then they ain't satisfied but think He ot to go out and sho them how to spend it. This hole Chrismus Business is carried too far enny way."

By that time the pupp seen the sheep and made a jump at it, and when paw Got it away thay wasen't ennything but the tale in His vest pocket what was enny good.

GEORGE.

—S. E. Kiser, in *Chicago Times-Herald*.



GREAT NORTHERN BLACK-THROATED LOON.

nearly shoved Him thru a pile of drums, and they went Tumblen all over the Flore.

Paw didn't stay to Help pick them up, But sed if he didn't git out in the open air purty soon whare he could Draw his breth agin they would Be three more Helpless orfuns in the world.

When we was goin Home Little albert neerly got Smuthered in the car, and a Lady with a Sled set the end of one Run-

The Great Northern Black-throated Loon.

SOUTH NORWALK, CONN., Nov. 7, 1904.

EDITOR JOURNAL: I send you herewith a photograph of a loon which was shot on Tupper Lake in the Adirondack Mountains by Bro. Wm. R. Thompson, of Div. 59.

In the book entitled "Among the Water Fowl," by Herbert K. Job, I found the following in regard to the loon:

"Though grebes and loons may not actually flock together, they have enough in common to make it proper to class them alike with the 'submerged tenth.'"

* * * * *

"Here is a picture: The cold gray dawn of a November morning breaks over the misty, heaving sea. My boat is anchored a quarter of a mile from shore. Very dim, as yet, appear the bluffs of Manomet, and below them the rocks, piled there by the Titanic forces of the winters' gales.

"From the north comes the bellow of the whistling buoy off 'The Gurnet' at the entrance of old Plymouth harbor.

"The fishermen, one by one, are rowing out past in their dories to haul their lobster pots and to fish for cod, every hail of theirs made audible by the megaphone of the mist.

"Presently the whistling of wings makes me look up, to see gray forms

that rapidly pass into the haze. Soon there arises a series of mild laughter-like cries, weird sounds, indeed, yet fitting perfectly with the surroundings.

"Near they come, and nearer, but it seems like minutes before I see one, two, three great birds, with long necks widely outstretched, and feet extended rudder-like behind, rapidly advancing, a hundred feet above the water, straight toward the boat.

"Lying in the stern of the dory, tossed by the waves, and not over warm, it must be confessed, for hours I watch the loons and other fowls come and go. Sometimes it is the big fellow, the Great Northern Loon, but rather oftener the smaller red-throated species—whose throat, however, has now lost all traces of its summer redness. Usually a loon can seldom be forced to fly even when it has very limited space for diving. Here is a typical instance to the point.

"One perfectly calm day in October a friend and myself noticed a large loon out on Lake Nippenickett and we decided to give it a chase, and see how it would act. We soon found that its main plan was to keep out in the widest part of the lake and avoid being driven in to the shore.

"It varied its tactics too, apparently with the direct intention of deceiving us. Sometimes after diving it would emerge straight beyond us, sometimes off to one side, or even behind us, having swum toward us and gone under the boat.

"Once when we succeeded in driving it



HEAD OF DEER SHOT BY BRO. W. R. THOMPSON IN THE ADIRONDACK MOUNTAINS.

into a cove, finding itself close to shore, it turned, and swimming under us was out in open water again, ready for another chase.



BRO. W. R. THOMPSON AT LEISURE, MEMBER DIV. 59.

"Sagacious bird!—Whoever invented that phrase 'crazy as a loon'? The only excuse is that the bird's notes resemble wild laughter.

"The small loon is not known to nest in the United States, but in many places along our northern border the larger one makes its summer home on the wild lakes."

MRS. W. R. THOMPSON.

The Talk of Good Society.

People of the Older Generation Who Can't Understand What Young People Are Saying.

It has been suggested lately that a primer of slang is needed by persons wishing to get along in good society. Certainly the use of slang has greatly increased in the Fifth avenue world.

Said a stately old lady the other day, apropos of some admiring comments which followed the departure from the room of a vivacious young matron.

"I should enjoy her more, I think, if I always understood what she was talking about. I suppose I am very old-fashioned, for I find often that I really need a key to the conversation of the younger members of society.

"Now, for instance, the other day my granddaughter said to me confidentially, 'I really think Miss Dash is getting dotty,' and at my look of inquiry she added, "'nutty," you know."

"Of course, I didn't know until she explained that both words meant silly. She afterward explained, with some condescension, I thought, that 'bats in the belfry,' 'talking through your hat,' 'wheels in your head,' 'Chinks,' 'Oh, dope,' and 'don't queer yourself' are all used to express doubt of a statement or of the speaker's mental condition, and I also learned that to show marked disbelief one need only say, 'Here's your hat; must you go?'"

"When I thanked her, she said, gaily, 'Don't try to use those words yet, grandma, or you will fall down,' meaning that I might get mixed up."

"We had a house party over Thanksgiving," laughed another matron with gray hair, "and I wish you had been with us. I think your education in slang might have been hurried along considerably."

"'She's a slick piece of furniture,' I heard my son say to a chum, and I found he was talking of a girl friend.

"'Yes,' was the answer, 'and Jones has got quite bally over her.'

"'Oh, Jones always gets on to every peach,' returned my son. 'When it comes to mashing he is the whole push.'

"'Boys,' I interjected, 'you will be late for dinner.'

"'Just hold it off, mother, will you, till I climb into my evening clothes?' was the answer I got.

"At the dinner table one night two of the men exchanged a remark that showed an understanding between them, and at once there were cries of 'Make me next,' 'Buy me a ticket,' 'I'm off the rain,' etc. I was quite bewildered until it dawned upon me that that was the new way of saying, 'Let me into the secret.'

"'I declare,' I said to my daughter soon after, 'half the time I don't know what you young people are talking about.'

"'Well, make a stab at it,' she answered blithely, and, somewhat stunned, I concluded the expression must be the modern version of 'try, try again.'

"Before I could ask, though, she handed me a note of thanks from a prospective bride to whom she had sent a present. It began:

"'It was great of you to send me that dandy dish.'

"'To think of calling you great for sending a trifling present, and a dish a dandy!' I commented, handing the note back, and my daughter looked surprised.

"I have no doubt she writes to her friends in precisely the same style, for a few days later when we went to view her friend's wedding presents, she exclaimed the first thing:

"'Oh, what a bully tea set!'"

"I believe, though, that bully is now a household word, and used to describe anything from ice-cream to a journey to Africa; so why not a tea set?"

"Just then a girl friend of my daughter came along and said to her, 'What a daisy hat you have on.'

"'Like it?' she asked in return.

"'Yes, indeed, it suits you down to the ground.'

"'That's right,' chimed in one of my daughter's male admirers, who was at her elbow, using an expression which I believe he utters nearly every time he speaks.

"My daughter, I am pained to say, was unmistakably pleased. I spoke to the young fellow who was to be best man at the wedding, and asked if he knew whether his friend would live in town or in the suburbs after he was married.

"'You can search me,' he responded quite seriously.

"Thinking he had not understood, I repeated my question, at which he had the grace to blush and confess that he did not know, which was the translation, I found, of his first speech."

"On the way to Tuxedo last week," said the hostess, entering the discussion, "there was a gay and very talkative party just opposite us in the parlor car.

"Miss Smith is invited,' said one of the ladies.

"She's my rave,' exclaimed a young man.

"Yes,' supplemented another. 'When it comes to making love to that girl Bob don't sit down. He hogobbles (appropriates) her on all occasions.'

"Oh, come out of the tall grass,' was the other's good natured rejoinder, which my husband said meant the same as 'Oh, come off,' or 'stop your jollying.'

"Do you really admire Miss Smith so much?' curiously persisted the lady.

"Sure,' answered Bob.

"That's a black eye for you, Kitty,'

"After that I concluded I could not afford to criticise other people."

"Up to a certain point I don't mind slang at all—in fact, I rather like it," frankly confessed a woman who is worth millions in her own right, "but I am afraid we are beginning to borrow from the Bowery; and that I do object to.

"The other night, for instance, at a dance I heard that charming Miss Dash say to a young man:

"Come, let us go to the buffet and feed our faces."

"I am told that phrase originated in a down town music hall."—*New York Sun.*



BROTHERHOOD CREW L. S. & M. S. RY.

H. W. Miller, B. of L. F., 183; H. M. Knuth, S. U., 55; C. Sheffer, conductor, S. U., 55; G. Cross, B. of L. E., 3; G. Myers, S. U., 55.—Courtesy Bro. G. M. Cross.

laughed the other man, who, in an aside, told Bob that Kitty was down on Miss Smith. Then he went on tantalizingly: 'You ought to see Bob rubber for Miss Smith at all the dancing classes.'

"Rats!' cried Bob. 'Run dry, will you!'

"I was inclined to be disgusted for I haven't lived in New York very long, but my husband, as we got off the train, whispered in my ear:

"Miss Smith is a very swagger girl, and her father has a cinch with a big railroad corporation.'

Lost on the Prairie.

While in Washington a short time ago the Rev. John Eastman, of South Dakota, a member of the Mewakantan Sioux, related a fearful experience he once had on the prairie, lost and nearly frozen to death.

"It was a Saturday night," said Rev. Mr. Eastman, "and I had just finished my dinner and was sitting by a good fire thinking over my sermon for the next day when it occurred to me that I ought to go

out to the barn and see to my horse. I had driven twenty miles that day and was tired when I put him out and had not blanketed him. Fortunately I put on an old overcoat, but without a lantern I started out.

"The night was black, and a blizzard was on. The wind was in my face, and the fine hail came like shot from a gun. It fairly bit my cheeks. As I crossed the garden I turned to have the wind at my back and catch my breath. I saw the light in the house glowing faintly through the sleet. It was the light or the want of it that gave me the suspicion I had lost my way. I had turned around and walked backward awhile with my head bent and not looking for the house. Then when I did look I couldn't see the light. I knew I had gone far enough to reach the barn if I was ever to get there, and I realized I had gone wrong in some way.

"I began to arouse myself and look for the barn. I had gone there so many times I would have said I could get there with my eyes shut and my feet and hands tied. But I couldn't see it and soon began to learn that I couldn't get near it by zigzagging back and forth. I don't know how long I cruised around as a dog would search a trail. It probably was only a few minutes, but it seemed an hour. It was the longest part of the night's experiences. I was slow to confess to myself that, keen as I believed I was in prairie craft, I was really lost and could not help myself even a little bit. I suppose I went around in a circle, but there was no proof to my mind of the fact.

"The place was the prairie at Flan-drean, where I now live. It is as level as this floor and is now well settled, but then it was miles to any other house. Every inch of the prairie was like every other inch. When I knew I was lost, I made up my mind to be as long as possible freezing to death. I gave up trying to find the barn and just walked without thinking where I was going. I kept saying, 'Walk, walk, walk!'

"Of course I went with the wind a good deal. But I realized I ought not to, and as a moral duty I religiously faced it. This fancy saved my life. I kept fighting something all night. I pounded myself and called myself a fool a thousand times. I even kicked myself now and then.

"Then I began to feel sleepy. It grew on me, and I thought I would lie down and rest, for I was very tired. But I rebelled against this as a piece of folly. I kicked myself and again called myself a fool. Then the first I knew I was down on my hands and knees in the snow.

I guess I did not realize my danger. I remember I noticed the snow drifting around me. I had my back to the wind. I had found horses and cattle frozen to death standing with their backs humped up against the wind. You see, I have big lungs and am strongly built. I kept breathing good and strong all the time. I clinched my hands and kept saying to myself, 'Live, live, live!' It was a sort of will power. I suffered fearfully all the time with the cold. My clothes seemed like so much paper rustling on my stony limbs. The snow got deeper.

"The snow kept creeping on up over my back, and I stayed as still as I could, so as to let it roof me over. It was inky dark when it finally covered me entirely, and I was where it would be days before they would find me. Then I wondered how long I should lie there, and I thought of the wolves that might come when the snow had thawed a little and scratch down to me and begin to gnaw my frozen flesh.

"In this way my mind went wandering on from one idea to another. I succeeded in keeping myself alive by thinking. I felt better after awhile. I did not know it, but it was warmer there under the snow. My breath melted a little hole up through the drift. The air was cold, but it was the sweetest relief in the world that it was still and not cutting like a million whiplashes. The snow around me got so I could press it back, and it would pack and stay, so I had a little room to move. I was still fearfully cold, but in comparison with the suffering earlier in the night I was as warm as toast.

"It was about this time I noticed I could see a button right under my eye on my coat. The night had passed, and it was daybreak. My mind took the fact in slowly. I did not dare to get up or move. I deliberated whether I should try to get up. I almost decided not to do it. And then, with a snort and a grunt, I was on my feet and shaking off the snow. I shall never forget the agony of that moment. If there was a muscle in my body that did not fairly shriek in a protest of pain, it must have been in parts that were frozen. But I took a step forward and then tottered along and gradually learned again to walk.

"The sky was clear, a few stars shone faintly in the western horizon. The wind had gone down. In the half light I could see what I thought was a house some distance away. I struggled on painfully toward it, rubbing snow on my face as I went to take out the frost. As I drew near the house I saw some one coming from the opposite direction. It was my wife. She and the boys had been up all night, and with the first light of morning

had gone out to find me. I had been lost within eighty rods of my house. My wife fired the gun and called the boys back. They were all very glad to see me alive. Everything at the barn was all right. I preached that day, although I was very stiff and sore."—*Exchange*.

Nicknames of State Residents.

The nicknames of the citizens of the several states are as follows: Alabama, lizards; Arkansas, toothpicks; California, gold hunters; Colorado, rovers; Con-

vania, Pennanites and leatherheads; Rhode Island, gun flints; South Carolina, weasels; Tennessee, whelps; Texas, beef heads; Vermont, Green Mountain boys; Virginia, beadles; Wisconsin, badgers.

Report of the Commissioner of Immigration.

Upon the whole, the report covering the last fiscal year which has just been made by Frank P. Sargent, the Commissioner General of Immigration, is a satisfactory and encouraging presentment of a subject in which the country has a vital and



GIDEON HAWLEY, ONE OF THE OLDEST ENGINEERS ON THE L. S. & M. S. RY.—COURTESY G. F. CROSS, DIV. 3.

necticut, wooden nutmegs; Delaware, muskrats; Florida, fly-up-the-creeks; Georgia, buzzards; Illinois, suckers; Indiana, hoosiers; Iowa, hawkeyes; Kansas, jayhawkers; Kentucky, corn crackers; Louisiana, creoles; Maine, foxes; Maryland, craw thumpers; Michigan, wolverines; Minnesota, gophers; Mississippi, tadpoles; Missouri, pukers; Nebraska, bug eaters; Nevada, sage hens; New Hampshire, granite boys; New Jersey, blues, or clam catchers; New York, knickerbockers; North Carolina, tar boilers and tuckoes; Ohio, buckeyes; Oregon, webfeet and hard cases; Pennsyl-

abiding interest. It shows that immigration of late has declined in volume and improved in quality. This is excellent. There is still plenty of room here for the right kind of people, but the day when almost any kind of an immigrant was welcome who was willing to shoulder a pick or wield a shovel has gone by. The supply of unskilled labor, especially as it has been congested in the chief cities of the Atlantic slope, is amply equal to the need, and excessive immigration along this line strongly tends to depress the wage rate below the level of a decent subsistence.

This is something to be deprecated and as far as possible to be prevented. It is in the highest degree desirable that every American citizen should be able to earn enough to live on in comfort and to put something aside for the inevitable rainy day, and so far as it interferes with this consummation immigration is unwelcome. Mr. Sargent's figures show that the trans-Atlantic exodus continues to come chiefly from southern Europe, and especially from southern Italy. To such an extent is this the case that nearly one-fourth of all the immigrants who landed here were Italians, although of these nearly 40,000 fewer came than within the previous twelve months. Italians are not reputed to make the best kind of immigrants, but much of the unfavorable opinion with regard to them which used to prevail was due to prejudice and has been expelled by experience and observation. Their worst faults are their disposition to huddle together in the cities and their fondness for going back to Italy as soon as the modest sum which is there accounted a competency has been accumulated, but it is not too much to hope that they may get over that. If they could be induced to apply themselves to the cultivation of the soil, instead of merely laboring in the cities as hewers of wood and drawers of water, it would be a great change for the better. There is room and a place for them in the Southern States, where they would find a congenial climate and a healthful, profitable occupation, and where there is great need for the service they have it in their power to render.

Mr. Sargent rightly says that the advantageous distribution of the people seeking new homes in this country is a problem loudly calling for solution. There can be no doubt about that and it would be well for Congress to take the matter in hand. Nothing in this direction has yet been attempted and much that would be of the highest value could without any great difficulty and with a moderate expenditure of money be achieved.—*Plain Dealer.*

One Who Never Experienced Poverty Afraid Charity Will Pauperize the Poor.

An investigator who, to dispel the ennui of a purposeless and pampered life, devotes her spare moments to a course in dilettante philanthropy, called at the salvage depot of the Salvation Army, in the hay market, Tuesday.

For fifteen minutes she bored Captain Joplin with her views and theories for "the uplifting of the submerged classes." She hoped the army was careful to help only "worthy poor." The danger of

"pauperizing the poor" was a thing to be guarded against.

It was with relief that Captain Joplin turned from the visitor to a young German who had come for help. He was a giant in stature, broad-shouldered and deep-chested, but his sunken cheeks were evidence that he had fasted long. He wanted food and a place to sleep; he was willing to work.

Captain Joplin wrote an order for a meal at a nearby restaurant and gave it to the applicant.

"Come back when you have eaten, and I will have work for you," said Captain Joplin, and the German went away.

"Do you know that man?" asked the investigator.

"No."

"How do you know he will come back after he has eaten?"

"I don't know."

"Do you mean to say you feed strong, able-bodied men like the one who was just here without investigation?"

"Yes."

"Isn't there danger of pauperizing the poor by such a course? Aren't you encouraging them in their improvident ways of living?"

"I hope not," said Captain Joplin.

The investigator disapproved, and had the bad taste to show it. Finding in Captain Joplin an unappreciative listener, she mumbled an adieu and departed. The sturdy captain stood with feet wide apart, his hands thrust deep in the pockets of his coat, and turned a baleful glare on the innocent door through which the investigator had passed. He bottled up his wrath a minute longer and then exploded.

"The pauperization of the poor," he quoted. "Polly wants a cracker."

"Why, captain!" cried his wife, in remonstrance.

"Don't you talk. You've heard that kind of talk before, too. Investigate a man's past while he starves to death! I'll bet a cooky that German fellow comes back to square his account. I'll bet another cooky that that woman got her ideas from a lecturer or a book and has been preaching them as gospel truth ever since. A lot she knows about poor folks—she who has never stood in need of a square meal in her life!

"I always get excited when anybody talks the pauperization of the poor to me," the captain explained. "It was a difference of opinion on this very question which resulted in my giving up the ministry in England years ago. A certain millionaire member of my congregation insisted on making a hungry man wait for food until his past had been looked into; I opposed him; I found that

most of the congregation sided with him, so I left the church and joined the Army.

"Now what is it that philanthropists are trying to do? To so systematize public charity that begging will be impossible and work will be within reach of all men. Good.

"What have they done so far? They have systematized the heart out of charity. Their institutions have become burdened with officialdom, and officialdom has made the officials hard as rocks.

"Thousands of dollars are spent yearly in Cleveland in salaries for investigators. Instead of making begging impossible, they are making beggars of poor men.

"Now let me tell you a Salvation Army story. A few weeks ago a young man came here. He had just come from a hospital. He had pulled through a siege of typhoid. All his money had gone to pay the hospital.

"I gave him warm underclothes. I gave him money. I gave him temporary shelter. Finally he got work. I did not see him again until day before yesterday. He came to me and said:

"How much do I owe you?"

"Nothing," said I.

"Oh, yes, I do," he replied, and threw a dollar on my desk.

"But I don't want your money," I objected. "You don't owe me anything."



P. & L. E. ENGINE NO. 108 AND CREW.—COURTESY BRO. P. L. MILLER, MEMBER DIV. 148.

An investigator getting \$2,000 a year, leans back in his swivel chair, and asks the applicant for help such questions as these:

"What's your name?"

"What's your father's name?"

"Your grandfather's name?"

"Where were you born?"

"When?"

"How long did you live in Pittsburg?"

"Where did you go from there?"

"Why?"

"So it goes, every conceivable kind of question, fired with rapid-fire swiftness, until all self-respect is lost to the applicant under the pitiless catechism.

"Then give it to the next fellow you meet who is up against it."

"Did I pauperize that man? Yet suppose he had proved worthless and ungrateful. A professional pauper is the mongrel of humanity. If you should find a mongrel cur in the gutter, suffering the pangs of starvation, would you give him food or investigate his past to learn if he is worthy? You would feed the cur, because you know the clamoring of an empty stomach will not await the pleasure of an investigator.

"Hello! Didn't expect you back so soon. There's some wood down stairs that needs sawing. Come on."

These last words were addressed to the young German, who, his stomach and heart full—one of food and the other of gratitude—had come back to pay his debt.—*Cleveland Press.*

The Voice of the Church Rings Out for Labor—Declarations of Three Ecclesiastical Bodies.

The growth of interest in the moral and social aspects of the labor question is indicated by the increasing attention paid to that subject by churches. Both the Protestant Episcopal and the Congregational Churches have made inquiries into the subject through committees, and their reports just made public are highly instructive. Pope Pius X., through an official letter, repeats the interest in labor expressed by his predecessor.

"The organization of labor is essential to the well-being of the working people," is the conclusion of the Standing Commission on the Relations of Labor and Capital, of the Protestant Episcopal Church, after three years' investigation.

The members of the Commission are: The Bishop of New York, Henry C. Potter; the Bishop of Massachusetts, William Lawrence; the Bishop Coadjutor of Chicago, Charles P. Anderson; the Rev. R. H. McKim, D. D.; the Rev. George Hedger, D. D.; the Rev. C. D. Williams, D. D., Samuel Mather, Jacob Riis, and George Pinckard.

Concerning the causes of industrial disturbances, the Commission reports:

"We are agreed in the conviction that the causes of the violence of the past three years in Pennsylvania, in Colorado, and in Illinois, are not so much economical as moral.

"The strike commonly begins in distrust. The reason at the heart of it is that the master has as little confidence in the good will of the men as the men have in the good faith of the master. The employer and the employed, separated by our industrial conditions at such a social distance as to make fraternal understanding difficult, make their bargain one with another, under these conditions, not as partners, but as competitors. Where distrust and antagonism are well founded, there is nothing for it, so far as the Church is concerned, except conversion. They who are at fault are to be admonished, on the one side against prejudice and passion, and on the other side against covetousness and the sins which proceed from the inordinate love of riches.

"Where distrust and hostility are unfounded, the Church may afford an opportunity of conference. The capitalist and the laborer are alike sons of the

Church. They may not sit in the same seat, or even in the same building; that is largely a matter of locality. But there is as much loyalty to the Church and to the Divine Head of the Church in the one class as in the other. The voice of the Christian religion reaches both capital and labor. The Church helps to remove the moral causes of industrial strife when she brings these different members of her family into better acquaintance."

Concerning the "aim and spirit of labor organization," the report says:

"We perceive among our clergy and laity alike much ignorance (frankly confessed and deplored) as to the principles which are involved in the conflicts of the industrial world. At the same time, it is plain that an enlightened public opinion is one of the determining factors of the situation. Every industrial dispute involves three parties—the employer, the employed and the public; and the public eventually casts the deciding vote. Thus a serious social responsibility rests upon every Christian citizen, and more especially upon the Christian minister.

"We call attention to the analogy between certain offenses, past or present, of both the capitalist and the churchman. Thus the employer's black-list corresponds to the union's boycott, and both are akin to the major excommunication. The lock-out and the strike are of the same nature, and there is no great difference between such endeavors to employ the argument of famine and an interdict which deprives a people of the blessings of spiritual life. The question of the closed shop is like the question of the closed state. Men whose Puritan ancestors strove to maintain a state whose privileges should belong only to members of the Church, ought to be able to understand the struggle of their brethren to maintain a shop in which no man shall serve except a member of the union. They may not agree with these brethren, but they ought to appreciate their self-sacrifice. The laborer has learned from the capitalist to despise order and break law. He has learned from the churchman to pursue the dissenter with menace and violence. The recent tragedies in Colorado do not follow at a far distance the massacres which in the sixteenth century ensued upon the withdrawal of Holland from the ecclesiastical union.

"While, then, we condemn the tyranny and turbulence of the labor union, and call upon the law to preserve the liberty of every citizen to employ whom he will and to work for whom he will, we deprecate the hasty temper which, in condemning the errors of the unions, condemns at the same time the whole movement with which they are connected. The offenses

of the union are as distinct from the cause for which the organization of labor stands as the Inquisition is distinct from the Gospel.

"In the face of a prejudice and an hostility for which there are serious reasons, we are convinced that the organization of labor is essential to the well-being of the working people. It is based upon a sense of the inestimable value of the individual man. 'The cause of labor is the effort of men, being men, to live the life of men.' Its purpose is to maintain such a standard of wages, hours and conditions as shall afford every man an opportunity to grow in mind and in heart. Without organization the standard cannot be maintained in the midst of our present commercial conditions.

"This report is designedly general in its terms, but there is one matter which we are constrained to commend in particular to the consciences of Christian people. We do not undertake to say how much of the blame of child labor belongs to the employer and how much to the parent. But we do say this, that the employment of children in factories and mills depresses wages, destroys homes, and depreciates the human stock. Nothing is so important in any community as a human being. Whatever interferes with the education of a child contradicts the best interests of the nation. We call, then, on Christian employers as on Christian parents to endeavor after such betterment of the local and general laws as shall make the labor of children impossible in this Christian country.

"In the name of our common Master, we ask the attention and energy of the Church to the removal of this and other crying evils. Thus shall we assist in setting forward the kingdom and obedience of our Lord and Savior, Jesus Christ."

THE POPE AND LABOR.

The following letter, signed by Mgr. Merry Del Val, Papal Secretary of State, and addressed to the International Society for the Protection of Workmen, indicates the interest taken by Pope Pius X. in labor:

"My sublime master, the pontiff, desires me to express to you that, like his predecessor, Pope Leo XIII., he is in hearty accord with all movements intended to benefit workmen.

"The pontiff, in particular, desires it understood that he favors with all his heart any lightening of the burden of the men and women who work with their hands. Work should be so regulated as to conform to the physical ability of the workmen; it should be regulated to fit the sexes; it should be regulated to permit of the stoppage of all work on Sundays.

"The workman should be protected against employment and employers that have no regard for his dignity as a man and a citizen. That endangers his morality and interferes with his family life.

"The holy father trusts that you will devise peaceful means to realize the above ends. If you do, your efforts will be crowned with success, and all good governments will regard them with sympathy. On his own part, the pope will be happy to assist you with advice and prayer."

THE NATIONAL CONGREGATIONAL COUNCIL.

The report of the Labor Committee of the National Congregational Council recounts the inquiries into the industrial situation by its members, David N. Beach, Washington Gladden, William J. Tucker and William A. Knight, Secretary. Their investigation has included much correspondence, the study of industrial strife in the field and attendance upon a convention of the American Federation of Labor and a conference of the National Civic Federation. The Committee recommends the appointment of similar committees by each state organization of the church and affiliation with kindred committees of other denominations and with non-ecclesiastical bodies that work for industrial betterment.

Upon the industrial situation the Committee reports:

"We have a labor problem because we have large freedom, education, democracy, in which aggressive and acquisitive human beings are struggling for personal and social expression and betterment. The deep tendencies and the surface conditions of modern industry result in that consolidation of the forces employed, and the forces of the employer, that express themselves in the former instance in unionism, and in the latter in the various types of employers' associations. Apparently unionism is something more than that valuable phase of present-day industry, collective bargaining, for unionism stands for the introduction of democracy into industry, the right of representation in the conduct of business. More fundamental than any other practical question, such as the closed shop or freedom of contract, is this underlying demand of representation in the conduct of industrial enterprises. To achieve it is the core of intelligent unionism, which seems fast passing into industrialism, and to resist it is the purpose of much of the counter organization of employers. The result appears on the surface in suspicion, resistance, lawlessness, violence,—the common hard features of much of the present industrial struggle. It is not our part to discuss this phase of the question. We simply state it, as a primary and

inevitable element in the present contest.

"We believe that organization of labor and that organizations of capital are inevitable, and that these forces are to be dealt with intelligently and humanely, and that any policy that means the utter subversion of one force to that of the other is certain to result immediately in intensifying the already ominous tendency to class division and class warfare. Constructive politics, under the forms of law and tempered by the justly critical force of public opinion, are being framed by conservative leaders on both sides, and for these results we can hopefully wait.

"We urge upon trades-unionists and upon employers in the meantime the right use of power and the cultivation of such a sense of responsibility as will conserve social well-being for the present and for the future. The spirit of the marauder, by whomever shown, should be checked, and industrial organizations both of employees and employers should become as they may become, strong forces in behalf of law and order."—*Nat. Civic Federation Review*.

G. W. R. Widows and Orphan Fund.

The representatives and delegates of the G. W. R. Sick, Pension, and Widows and Orphan Funds, held a special general meeting at Paddington on 15th inst., to consider the reconstruction of the Widows and Orphan Fund which has exhausted its resources and owes £3,000 to the G. W. Company and last year spent nearly £2,000 more than its income from all sources.

A scheme has been drafted by the committee to reduce the benefits, the company promising an additional £2,200 per annum, making £5,200 per year or 1½d. per week per member.

The scheme was explained to the representatives by Mr. Griffin of Landore, and numerous amendments submitted from the various districts, which were divided into three groups, the majority of these were to propose to pay an additional 1d. per week provided the company would subscribe an additional 1d. to that already promised. After considerable discussion, the representative of the company stated definitely that the company's promised contribution must be considered final, also conditional upon acceptance of the scheme or additional payment from the members and such modification of the scheme of reconstruction as the additional contributions would allow. The other amendments were one from Paddington to take all the surplus from the Sick Fund above £2,000 to enable the Widows and Orphan Fund to meet its liabilities. This was met by the chairman pointing out that the Sick Fund was a registered so-

ciety and ruling the amendment out of order, which seemed to surprise the Paddington delegates, whose idea of sound finance for friendly societies would do credit to the late lamented Whitaker Wright himself.

An amendment from Bristol, to the effect that payments should be made on a graduated scale according to wages and all receive the same benefit, was lost for the want of a seconder.

The amendment finally put to the meeting was that the members pay an additional 1d. per week (making 3d. per week), and such modifications of the scheme be made as the additional contribution would allow, and was carried; also a resolution that members be supplied with voting papers (1) for committee's scheme of reduction of benefits without further contributions, (2) or the amendment as carried above; this so that the members will have the opportunity of saying what is their will in the matter and how they will meet the present and future liabilities, which are estimated at £25,000 per annum 20 years hence at present rate of benefits.—*London Railway Review*.

The Editor of the *Review* commenting upon the above says:

It is from no desire to embarrass the reconstruction of this fund that we would point out: 1st, the unsound nature of its past financial basis; 2d, the undemocratic nature of its constitution and the whip-hand which the company's contribution gives them; and 3d, the undesirability of these funds attached, as they are, of necessity to the company. The generosity of gifts to funds of this description is certainly not of the unmixed kind; the financial basis of practically every such society has been proved unsound, hence a burden has been thrown upon the present subscribers which they have no right to bear. Parliament should not allow any more such schemes to be foisted on the men at the request or bidding of the directors. We do not know if the G. W. have Parliamentary sanction in this case, but we presume that this is the fact, and also that the Act empowers them to make the present alterations. Can anyone answer this point?

Gleanings from the London Railway Review.

A public meeting in connection with the Walsal Branches of the Associated Steam Railway Servants was held in the Temperance Hall on the 20th ult. Mr. J. Thickett presided over a crowded attendance, supported by Alderman Dean, Councillor and Mrs. Addison, Councillor and Miss Millerchip, Rev. E. Melville Durbin, Mr. H. Hands (Board of Guardians), Mr. C. Taylor (president of the Harness Ma-

kers' Association), and about 80 representatives from the various Trade Unions, Co-operative Society, and Ladies' Guilds in the town. The following resolution was moved by Mr. W. H. Baker, and seconded by Councillor Millerchip: "That past experience having proved that unity is essential to obtain and maintain fair terms for labour, this meeting calls upon all workers outside their unions to at once enrol themselves therein, and seeing the present position in which Trade Unions are placed owing to judge-made laws urges all workers to unitedly utilise their votes towards returning men to the House of Commons who are thoroughly in sympathy with the democratic aspiration of the workers."

Mr. Richard Bell, M. P., in supporting the resolution, said it seemed strange that it should be necessary at this period to preach combination to workingmen when the latter had before them such practical illustrations of its benefit to particular industries. It was no use workingmen complaining about conditions of employment and social and political conditions when the latter were the work of their own hands. There was particular necessity for railwaymen to combine seeing that the railway companies are now adopting all sorts of systems of economic working. Railway companies were building larger locomotives, but no consideration was given to the men who took the 50 per cent. heavier loads than they formerly did. The driver in charge had greater responsibilities, greater risks, and greater strain all round by managing these bigger trains, and the fireman had greater manual labour. In no instance did he know of any consideration having been given for the extra strain involved, and the explanation was that the men had been content to do the additional work without pressing for additional remuneration. He believed he was correctly representing the views of many of the railway directors when he said that if the railwaymen of the country were organised, and would show that they were pretty well unanimous on this question, the directors would concede them some reconsideration of the conditions which now existed. To illustrate his point he quoted figures to show that the tonnage carried by railway companies last year was over 7,250,000 tons more than 1901, but the locomotives used ran 13,000,000 less miles, the actual decrease being really much greater when the large increase of traffic was taken into consideration. The average mileage per year for one locomotive was 18,000 miles, and the new method of working the traffic meant a displacement of 722 locomotives, each of which would have employed four or five men. The matter did not end here, as the rail-

way companies had increased the hours of signalmen and shunters from eight to ten, on the ground that the number of trains had been decreased, although the traffic in bulk had actually increased. It was monstrous to think that workingmen took these things lying down. (Hear, hear.) Efforts had been made to pass a Prevention of Accidents Bill, but it was little more than a dead letter. The last returns, if worked out, meant that in 12½ years every railway shunter in the kingdom was either killed or injured, in 15½ years every goods guard was killed or injured, and, taking drivers, firemen, guards, and shunters as a whole, in 25½ years every one would be killed or injured. This was far too serious a state of things to be allowed to continue, and he believed whatever the cost the companies should be forced to incur it to save such a loss of life and limb. In the evening Mr. Bell addressed a mass meeting for railwaymen and their wives at No. 2 Clubroom, Pleck.

More "Permission."

Fendalism dies hard. The idea that the employees on the railways are absolutely at the bidding of the company night and day, and even when they are supposed to be "off duty," takes a lot of killing. That it has not been killed sooner is due largely to the men themselves, and partly to tradition and the exigencies of the case. There is no particular reason to doubt the genuineness of the following circular which has just been published by the L. B. & S. C. Company. It is the G. E. over again, only in a slightly more polished and courteous form. However, here is the circular:

Circular No. 1,408.

London Brighton & South Coast Railway,
General Manager's Office,
London Bridge Station, S.E.,
October 21st, 1904.

Candidature for office on District and Public Councils, and similar public bodies by the servants of the company.

DEAR SIR: As there have been recent instances where members of the staff have expressed their wish to become candidates for positions on the above public bodies, and as the directors desire to grant permission when the duties of the public offices in question do not interfere with the applicants' duties with the company, the directors have given instructions that in future the chief officers of the different departments will decide whether or not permission can be granted and all applications must be made to them.

Yours truly,
WILLIAM FORBES, General Manager.

When will the companies realise that their contract is only that part of a man's time they pay for, and that they have no right to anything beyond. We fear it will not be until the men are organised sufficiently to make their rights respected.—*London Railway Review*.

Correspondence.

All contributions to our Correspondence and Technical columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer to insure insertion.

We shall be glad to receive articles on any subject of general interest to the fraternity.

All communications are subject to revision or rejection, as the Editor may deem proper.

The Editor does not assume responsibility for the opinions expressed by contributors in this department. C. H. SALMONS, Editor and Manager.

An Absentee's Regret.

I'm sorry, exceedingly sorry.

I couldn't accept the invite;

It cost me an ocean of worry

For more than that day and that night;

Because I knew many good fellows

I haven't swapped lies with for years,

Were waiting with mouthfuls of "hellos"

To greet me and help on their cheers.

It's very delightful to listen

To saintly old sinners expound—

Whose eyeballs with sympathy glisten—

The reason "my engine" don't pound;

And how they are piling up ducats,

And picking rich meat from the bone,

With plenty of pie in their buckets,

And chock-full of praises for Stone!

I missed the glad hands of such Brothers,

Those big-hearted fellows of yore,

Besides presentation to others,

All burdened with friendship galore;

And also the smiles of sweet ladies,

Whose cheeks would be nicely ablaze,

More handsome than sirens of Cadiz,

Extolling my doggerel lays!

Dear Prenter, old friend of long standing,

I lost the big shake you'd bestow,

And sound of your voice so commanding,

As out to the stage-front I'd go;

And all the loud laughs at your sallies

The house would responsibly give,

The moment 'twould light on your allies

And roast me without a reprieve.

Dear friends, from my heart's depths endearing,

I'm grateful for kind words bestowed;

A chap, if but faithfully steering,

Will meet a few such on life's road,

Whose sympathy soars like a blessing,

And soothes him in every degree,

Like touches of angels caressing,

The way your kind message did me.

—SHANDY MAGUIRE.

Trouble and Triumphs of Travel.

BY SHANDY MAGUIRE.

Now that the directory has been dispensed with and the space it occupied put at the disposal of scribes to air their notions, I take advantage of the generosity of the management and also would be pleased to take the reader with me in my lucubrations, for a trip across the continent and return, if he desires to accompany me—in his mind—and if he does, I will agree to bring him back again some time or other, if I don't get left by the way from a slit in the gizzard, made by the scythe in the skeleton hands of old Death.

About one year ago, in December, 1903, I was having letters come to me from California a deal more numerous than formerly. The time of the convention to meet was not so very far away in the future, and the Committee of Arrangements was getting a gait on accordingly. I was devoting more time daily and nightly to the thought how was I to get to Los Angeles without investing in the railroads leading to there, and not being able to think the way out to my satisfaction, or to merit the approval of the girl who was to accompany me, my old friend, R. W. Kelly, of Los Angeles, kept me pretty well posted on what was going on in the committee towards the reception to be tendered to the delegates and visitors. Instead of being thankful for the information, I wished him seated upon the top of one of the horns of the moon so he couldn't be tantalizing a poor devil, who never considered himself any good at walking, and with no other prospects of getting there. He capped the climax of my patience in one letter I got from him in early March, when he, with a poor crippled hand, penciled it to me from the hospital where he was convalescing from the terrible scalding he got in the collision he came out of in a miraculous manner with life, and in it he said, "Every member is working with an untiring determination to give yourself and all others the time of your lives." Well! I had but poor hopes of enjoying

it. D. J. Brown, of Napa, wrote me many interesting letters in his very eloquent style, telling me of California and its beauties, and placing his residence at our disposal for a sojourn as long as we could enjoy his big-hearted hospitality. The question would bob up from the depths of my bowels, "How are we to get there?"

In early April the delegate to my own Division, Morris Barry, used to drop in on me to keep me advised on how the transportation question was progressing. Sometimes the free travel stock was at a premium, and again, the bears of the chances of free rides were roaring rampant in a depressed market, to use a commercial phrase. One day he came in and told me that all going off his road, the R. W. & O. Division of the N. Y. C., had to pay their way from Chicago to Los Angeles and return. "The jig is up," I replied, "that puts an end to my hopes, I cannot go." There never was a young kid who was denied the pleasure of staying out all night with his chums to see a circus come into town in the morning felt any worse than I did at the news. I thought of the hustle I got on me at Norfolk to gain votes for the next convention to go to Dick Kelly's villa, and when Los Angeles won out, I thought of my old heart-ache saying as confidentially as if she had a private understanding with the Creator that life would be spared, "Oh, I am so glad, we will see California," and I sighed to think of love's labor lost, and a couplet of the old song sprang to my lips as Mr. Barry was taking his leave, which ran thus:

"There's many a slip twixt the cup and the lip,
Like the slip the poor gauger had on the green."

Oh, yes, I had many old saws at my tongue's end to console me in my disappointment, and to the member I gave articulation to another from Burns,

"The best laid schemes of mice and men, gang
aft a glee."

Gentle reader and fellow traveler, you are by this time satisfied that I got left and that you need not keep my company any longer, but don't be in a hurry to turn back; bide a wee.

On this particular day I came home to dinner in a very melancholy mood. My lady love read me like an open book, and before I spoke, just from a glance at my face, she said, "What's the matter?"

I replied, "I have just been informed that crossing the desert on the way to California is a very dangerous undertaking for anyone in poor health."

"Why?"

"Well, on account of the sand storms and sultry air. I hear it is stifling nearly all the time, and only people of robust health and lungs made of sole leather are safe."

"Why didn't you tell me all this before I set my mind on going?"

"I didn't hear it until this forenoon. It was 'Jim' Currie who told it, he just left me."

"Why didn't Mr. Currie come to the house?"

"He hadn't time; he sent his regrets by me. You know he wouldn't lie and he knows the condition of your health pretty well."

It was a sad disappointment to her as well as to me, and I had no way to discourage her but to tell her about the desert, the sand storms and the lack of water, and so on, so as to not have her feel so keenly the loss of the trip. Neither could I corroborate my tale of woe with any more reliable and truthful witness than Mr. Currie, for she knew he wouldn't lie. It is a grand thing to be like Caesar's wife, "above reproach," or like the immortal Father of his Country, who would not lie and have an established standing amongst men of character for veracity. Alas! and alas! I am not noted for browsing in such pastures. I believe really that a lie told in a good cause is just as good as the truth—and better—but a tyro doesn't want to dicker at the business. It takes an expert, and although I have no pretensions to aspire to distinction in the ranks of prevaricators, yet in this instance I did very well with the assistance of dear old Currie, that I had pointed out to me a score of times as a model of what a God-fearing-wife-admiring husband should be.

For a few evenings after the visit of Mr. Berry we used to sit in the gloaming talking of our disappointments. I concealed my own anguish at the ill-luck staring me, and enlarged with what little power of persuasion I had on my fear of any mishap occurring to "Old Sweetness" for the want of breath, going over the desert, although I never knew a shortage of it when she had me "up for punishment" in all my life. However, I was trying to make capital by displaying such anxiety for her sake, and not concerned about my own feelings at all.

About the 3rd day of May I got a letter from Kelly, stating "no" would not be taken for an answer, that I should come. "But," said he, "if by any chance you fail to get here for the opening, send me your poem, which you no doubt have written, and I will have Brother Everett read it." "Yes," I mentally said, "I'll send you a poem, in a horn."

I replied to that letter the same day and I notified him that there was no use in him supposing I had any intention of going, unless he would go to Myer Hurlley and get us transportation from Chicago to Los Angeles and return, adding, "I will try an old friend of mine in Bellevue, O., who saved me from walking ties in World's Fair year, and got me from Buffalo to the Windy City, and I know he'll do it again," having Bro. H. J. Phipps in mind.

(To be continued.)

Dat Blessed Judgment Day.

When dat Judgment Day am comin'
An' de winds am blowing' high,
An' we hear dem clouds a rumblin',
In dat high and lofty sky,

Niggers den will stop dere sinnin',
Waitin' for dat Gabriel horn,
De bad ones will stand a chinnin',
Wishin' dey had ne'er been born.

Den things will be fearful
For de niggers dat am bad,
An' things will be tearful
For de niggers dat look sad.

Dey ought to have been prayin',
'Stead o' sinnin' dere pathway,
An' dere's no use a brayin'
On dat Blessed Judgment Day.

N. R. HATHOEN.

A Short Sermon on Money.

MASSACHUSETTS, Dec. 7, 1904.

EDITOR JOURNAL: For several years I have been a sub-collector for our Division. I reluctantly took the position; doing so simply to share in the work. At first I collected the assessments for insurance, but gradually other things were added, until today I have gained an experience that makes the position of train dispatcher simply child's play, and Job would take to the woods.

Every member of the insurance knows that the assessments are called regularly once a month. By actual experiment, only six out of a hundred ever offer to pay until asked, and three of these, only, know the correct amount.

Taking into consideration that members who have not paid have their names read at regular meetings to remind them to be more prompt the next month, it is a fact that it is the same names that are read each month, so much so that it would be perfectly safe to have the list set in type.

During the time I have been collector but one member forfeited his insurance, and he hardly slept until he was reinstated. He had been asked for the money not less than fifteen times during the two months. To get this Brother reinstated made so much extra work for all concerned. I pay the assessments of the careless now, knowing I will surely get it back.

A Brother will pay his June assessment on the 29th. He is probably a Brother I do not see very often, but I meet him the next month on the 12th and ask for his money.

"What? You around again so quick as this! Why, I paid you one the other day."

I then take out my book of explanations and find one appropriate to his case, and very humbly add that were he to die his wife would get the insurance, not I.

Then there is the Brother who is "sure he has paid," although you hold before him the current receipt. He does not pay, but says he will look it up, when he knows very well he never saves his receipts. You see him again in two weeks;

you catch a glimpse of him just leaving the roundhouse; you drop your work and hurry after him. He cannot possibly pay you, he has just time enough to get to the depot to catch a train for home.

Does this Brother pay you the next time you meet? Oh, no; he has only five dollars to last him until pay-day, and he will surely pay you then. But you tell him to hand over two dollars or he will forfeit his insurance. The look on his face would make a good model for Sargent to paint an angel.

Now comes the Brother who is out of town. He cannot read the assessment notice in the JOURNAL. Each month he must be especially notified. You send him a note by some Brother going up his way. The Brother carries the note for ten days before he sees him, and when the money is finally received it is just in time to have his name read off as a delinquent.

As long as I am writing on this subject, I want to speak of a very small matter, too small perhaps to even think about.

You are in the depot, having just finished a run. You have looked your engine over and are filling the hard grease cups. A Brother comes along, one whom you see every day, and wants to pay his insurance. Of course, you wear kid gloves and can easily remove them to find his receipt, then put your hand in your pocket for your wallet to make change for his ten-dollar bill. You lack just one dollar in order to make the correct change, so you must hunt around for somebody with ten dollars worth of change. The chances are you cannot find any one, and the Brother does not pay you, and wonders why you do not carry more change; when, if he only knew, you had changed four ten-dollar bills before you started out on your run that morning.

We have on our road, by a majority vote of our members, a salaried chairman of the General Committee of Adjustment. We pay this chairman by four special assessments of one dollar each, which are called for twice each year.

Our new schedule increased our pay

from thirty-five cents up to one dollar and eighty-five cents per day, according to the number of miles or hours.

What puzzles the collector is the reason this assessment is not only more quickly but more cheerfully paid.

When we voted to have a salaried chairman, there were a few of us who believed his salary was to be paid in good U. S. coin. I know the chairman thought so, because he gave up a good run to accept the position.

He gets the salary all right, but how do the collectors get it in order to pay him?

A few of our members have not contributed one cent toward this salary. A large number are months behind in their payments.

Now, this is not on account of poverty; neither is it willful neglect. It is simply carelessness with compound interest.

COLLECTOR.

An Interesting Retrospective Letter.

MALVERN, PA., Dec. 7, 1904.

EDITOR JOURNAL: Just a line to express my appreciation and the pleasure derived from reading the late articles from the pen of my old friend, Cy Nixon, whose subject seemed to be the welfare and some history in connection with Divisions 45 and 109.

The writer knows nothing of the latter Division, but does know a good deal of the early history of No. 45, and with your permission he will go away back of that so ably presented by his friend Cy, and try to connect with him at his starting point.

When the writer looks back to the inception of Div. 45, it seems almost like undertaking to write ancient history, as it is so far away in the dim past; but be that as it may, the incidents of its early life were of such a strenuous nature and so forceful were the actions of those connected with the Division and those opposed to it that it has left a bright and polished spot on his mind that will remain there while life lasts.

It was forty years ago the past summer that W. D. Robinson, then Grand Chief

of the Brotherhood of the Footboard, sent a representative out to interest the locomotive engineers in this new order and to organize Subdivisions where he in his judgment deemed advisable, or at points where the greatest interest in the new order seemed to center.

He was met in Harrisburg and brought to Philadelphia in charge of W. R. Irwin, then engineer on the Pennsylvania Railroad, and after looking over the ground, though meeting with very little encouragement, he wisely considered Philadelphia a fruitful place to establish a Division.

The engineers were notified and a date and place set to organize, but at the appointed time no one presented himself but the engineer who brought the organizer from Harrisburg.

He, however, was made a member and was invested with the power to organize and build up a Division in the interest of the Brotherhood of the Footboard, and thus during the summer of 1864 Division 45 came into existence and W. R. Irwin was declared its first Chief Engineer.

At this time there was a feeling of unrest among the engineers as well as the officers of the various railroads in the East, and papers were scanned closely for any bit of information from the West, where the feeling was very bitter against the new order, and where conflicts had already arisen to the detriment of the engineers who were putting up a strong fight for the good of the order, and the men gave the matter very careful thought before venturing on the ground they knew so little about; hence, the Division was very slow about getting started.

The second man made a member was Frank Irwin, and then followed Chris Hoffmaster, Pud Strouse, Bert Lengel, Johnnie McNeal, and I think, Gus Jefferies, seven in all, and at that number it remained until after the Rochester Convention, where the writer had the honor of representing the "little seven," as we were familiarly known at the convention, and I may add here that the delegate had to get there the best he could, as he was without transportation and the penalty for asking for it for such a purpose would

have been an instant discharge, nor did the members, outside of the Chief, know they were represented until a partial report from the delegate was read to them at their meeting the following Sunday.

During all of this time the feeling ran very high and every effort was made to stamp out the foothold we had gained, but the "little seven" were firm and steadfast and argued to the officers that nothing but good could come out of it and that time would prove that the Brotherhood would present them with a better class of men than they had ever known. The arguments were of little avail and the members were badgered on every move. Meetings could not be held, but the officers seemed to know all about them and as a last resort the Division held its meetings on the locomotives in the roundhouse with every man on the alert for spies.

Those who were not members were cajoled into the belief that they would be the favored ones and those who were members would be dismissed, and it would only be a question of time when this would be done.

This, together with the disastrous strike on the Michigan Southern, kept the membership down, and it was only after the Rochester Convention in 1865 that the membership began to increase.

From that time on the Division began to prosper and it was soon able to verify its early assertion that a better class of men would develop and that the railroad companies would be the gainers thereby.

Many things could be touched upon to show the oppression under which this Division existed, but it would take up too much of your valuable space to go into detail, and I will close by saying that if Division 45 still has the minutes of the meetings of these early days they have gems that will make good reading for those who were not members at the time when it required nerve to be a Footboard man.

FOOTBOARD.

"Engine Driver."

ANGELS CAMP, CAL., Dec. 6, 1904.

EDITOR JOURNAL: In the November number of the JOURNAL, Mr. J. Snowden

Bell justly criticises the absurd English custom of calling a locomotive engineer an "engine driver." Mr. Bell evidently believes in calling things by their original and proper names. He says the imported name is a misnomer. In the first place, it is a little mistake of Mr. Webster's—probably he didn't know that an engine driver is located on the axle instead of in the cab, or he might have defined an engineer as being an engine runner. Snobbery cannot change the long established rule of calling one who runs an engine an engineer. In England the marine or stationary engineer is an engineer, but the gentleman who stands in the abbreviated cab on the railway is dubbed the "driver"—because he has a cab, such as it is, he's a cab driver—from the English point of view, I reckon, and that they didn't call him "cabby" must have been an oversight.

The true word is engineer. It is easier to speak or write engineer than engine driver. The latter term is the definition of one kind of engineer, and it is not good form to call things by their definitions; to do so is a waste of words or printers' ink. A preacher is not termed a "sermon deliverer," nor a gunner a "gun firer"; then why should an engineer be called an "engine driver?" An engineer, in this sense, may run a locomotive, marine or stationary engine, and the definition, "engine driver," doesn't indicate his branch of service.

Engineers of the civil, electrical and mining kinds have a fashion of affixing the initials of their profession to their names. Mr. E. Grissinger, whose interesting and instructive articles on electricity are having another welcome run in the JOURNAL, is an E. E.; while another writer who also imparts valuable information writes his name with three applications only—Robert H. Blackall.

Now, I suppose that if a locomotive engineer were to sign himself to an article or write it on a hotel register, as Horatio Speedum Reachrod, L. E., it would be greeted with a derisive smile in the railway and roundhouse circles where he moved. Yet why shouldn't he so put the

finishing touch to his name? I have a friend who thinks it is very sensible, and in a way helpful, for a person to initialize the right side of his name. He has a "pocket" mine in the hills a few miles from Angels Camp, and when he comes to town for supplies he doesn't always remember all the things which his wife requests him to get at the stores. When asked why he didn't jot down the things in a memorandum book before he left home, he said it was much easier to remember than it was to read his own or his wife's handwriting. I hailed him one evening in the office of the Angels Hotel, where, with his arms full of bundles, he was bending over the register and trying to decipher the names of the latest arrivals. "Howdy do?" said he, without looking up, "if I wasn't loaded like a pack mule I'd shake hands with you. I've got a loaf of bread, package of tea, new frying pan and coffee pot, two codfish, three yards of beefsteak, twelve pounds of calico, dollar's worth of tobacco, hair comb and a spool of thread, and soon as I see if that mining man from San Francisco has come to buy my gravel claim as he promised, I'm going straight home before I lose some of my goods. Last time I got home I was shy a fancy silk shirt-waist, and when the madam found it out—Hello, here's that high-toned electrician here again—Algernon Thompkins Kilowatt, E. E.—By George! that reminds me," and my friend hurried out and into an adjacent department store, from which he shortly returned to the hotel with another bundle in his pack.

"Now, I guess I'd better get in my cart and go home," said he, "for I've got 'em this time, you can bet your bottom dollar."

"Got what?" I asked.

"A pair of shoes," he replied. "My wife told me to be sure not to forget this time to get her a pair of fine number sixes, double E in width, or there'd be a scrap. It was lucky that I saw that electrician's name on the register. Say, he knows how to sign his initials in full, don't he? I've a good notion from now

on to write P. M. after my name for pocket miner; it may serve to remind some poor chap of something he's forgotten."

"If you do, you'll be taken for a post-master," said L.

"So much the better," said he, "it may remind somebody of a letter which his wife has given him to post."

I asked a noted cowboy, an old-time Indian fighter, if he wasn't properly speaking, a vaquero. After thinking the matter over a bit the cowboy said, "Well, pardner, to speak the cold truth, I fear that the march of this hustling money-getting civilization has shorn the followers of my learned profession of their rightful title. The time was, when, mounted on my fleet steed, I skimmed o'er plain a proud vaquero, dead shot and champion wild rider of the West, and if you will glance through the pages of literature, you will read that I sometimes went out of my way to shoot up and scalp about 90 per cent of a tribe of 'Injuns,' in order to rescue a beauteous white maiden from their clutches and bear her away in triumph to friends and safety, but after the advent of the railroads I became known as a buckaroo, then a cowboy, and now I'm a common cow puncher and broncho buster. It ain't right. It ain't a survival of the fittest."

Let engineers be thankful that they and the locomotive were named long before the discovery of the automobile.

FRED W. CLOUGH.

Benefits of a Conference.

WILMINGTON, DEL., Dec. 7, 1904.

EDITOR JOURNAL: The article in the last issue by Bros. A. M. Cousins and J. E. Henley, of the N. & W. system, I found extremely interesting from several points of view. I think the N. & W. officials have at last solved a problem that has been puzzling railroad managers for many years. The burden of the men in authority used to be, "How can we get the men in the ranks interested in the company's interests?" That has changed. The men in the ranks are

now asking, "How can we get the bosses interested in the company's interests?" There has been in the past few years a woeful lack of concentrated action in the various departments; one seems determined to pull against the other. If, like the N. & W. people, the various departments would hold conferences, the weak points would be exposed. Most systems are now paying overtime after a certain number of hours for a day; this time eats up thousands of dollars monthly; the men are financially benefited, but physically injured. Very much of this overtime is unnecessarily made, and the men in active service see it every day. One crew blocks another, one yardmaster pulls against another, one road foreman pulls against another, and so it goes down the line; small delays soon become large ones and overtime results. I have never met a man who wanted to make overtime. The road men take desperate chances to get over the road, so as to have as much time at home as possible. The people in authority manipulate the train crews in such a manner that there is absolutely no team work. The engineer gets a different fireman each trip, the conductor gets a different crew, one doesn't understand the methods of the other and consequently friction results. The engines are worked in like manner, they are not permitted to remain in long enough to keep them in order. If a man in active road service offers a suggestion to better conditions it is said that he is a confirmed kicker and wants to run the railroad, etc. Many appointments are made to official positions which are given to men who have absolutely no practical experience. Mr. L. E. Johnson, President of the N. & W., seems to be one of the very few men in the railroad business who is aware of the fact that he doesn't know it all, and is not too old to learn. The N. & W. system is certainly to be congratulated upon having such a reasonable and reasoning corps of officials and employees, and the yearly receipts will, I am sure, prove the wisdom of their course of action.

Yours fraternally,

GEO. M. KERN, C. E. Div. 109.

Non-Attendance.

ALTOONA, PA., Dec. 8, 1904.

EDITOR JOURNAL: There is a subject I would like to hear discussed through the columns of the JOURNAL and get the sentiments of the members, thereby stirring up the dormant energy and force of the Brotherhood at large, especially Div. 287, on the subject of non-attendance of the members.

It seems to me that all the time is taken up fighting over finances, petty or personal grievances, which should be devoted to the good of the order.

The first of our mottoes being "Justice," I think we should fully consider the meaning of the word, and adhere strictly thereto.

We should, as a Brotherhood, try to render to the company that gives us employment, the very best service we can in return for the many favors we received from them. If compensation and conditions under which we labor are unjust, we should go to our superiors in a gentlemanly, manly way, and endeavor to have them adjusted.

Now, then, to be just to our employer we should be up-to-date in all things pertaining to our work, such as the handling of the air brake, economical use of fuel, oil, furniture, fixtures, etc., a thorough understanding of the signals, rules and regulations governing our Division.

I think if each Subdivision would devote an hour to the discussion of these subjects it would create an interest among the members, and help to educate them to the highest standard of a locomotive engineer.

Supposing that a majority of the members are like those of Div. 287, I presume that some members stay away because old "Bill," or "Bob," or "Andy" have too much to say. Now, dear Brothers, if you come to the meetings and wish to air yourself I can guarantee you that "Bill & Co." will keep quiet and give you a chance.

Other members will not attend because they were defeated for office at previous election of officers. They imagine that

the members have them spotted, and that their presence is not wanted. Now, dear Brothers, such is not the case; you are wanted at the meetings; we would like to see and hear you, for I know you would show a spirit of fairness in the belief that the majority must rule.

I think if each Subdivision would devote more time to the discussion of subjects of interest to all members and the Brotherhood at large, such as air brake, signals, schedule, rules and regulations, and machinery, they could create an interest in the meetings that would cause all good, loyal, true, honest and fair-minded members to attend without having the F. A. E. send notices to them that they must attend the meetings once in three months or be expelled.

Hoping that Brother Charley will not consign this to the waste basket, and that it will result in a thorough discussion of the subject, I am

Yours fraternally,
"BOLIVAR."

Officials of the N. & W. Commended.

PORTSMOUTH, O., Dec. 5, 1904.

EDITOR JOURNAL: The November JOURNAL contained a letter from Bro. J. E. Henley, Secretary of the G. C. of A. of the N. & W. Ry., giving an account of a meeting held at Roanoke, Va., in compliance with the request of President L. E. Johnson. The meeting, no doubt, was beneficial to all present, and was entered into with zeal and earnestness, and the topics and questions laid before them were fully discussed. Upon adjournment and returning home I could not help but review that which had transpired; also to think of the possible results of such meetings where the officers of a railroad and the representatives of various classes of mechanics and laborers come together and discuss the past and present conditions upon mutual, friendly and equal terms.

I have advocated this plan for some time, knowing that if conducted properly great and good benefits would result. To conduct such meetings properly would

depend upon the honesty of all concerned, and to impress upon all that they were working jointly to accomplish a certain purpose—the success of the road and its operation upon safe, sure and practical methods.

There is no question in my mind that a railway official, a general manager, for instance, who is thoroughly conversant with human nature and naturally endowed with the talents essentially necessary, could by a series of meetings with employées readily keep in touch with the details of an entire system; for information would be obtained that otherwise does not come out, for the simple reason that the mechanic or laborer does not get the opportunity to speak. There are masters in all trades; talent and genius among all workmen; but not all workmen, though masters of a trade, have the ambition and energy to give the benefit of their knowledge without the asking, or who are contented with their present conditions and positions and do not aspire to greater. Yet these men would, when opportunity afforded, unhesitatingly give their ideas for the benefit of their employer.

In the operation of large railway systems, from the president down, the officers must depend upon their subordinates for a faithful performance of duty, and must naturally accept their subordinate officers' reports. Should there be any irregularities or methods in practice which, if reported, would not be approved, would it not be an easy matter to frame such report as to meet the approval of superior officers? Hence, the meetings would expose such irregularities, and all others, should any exist, such as train movement, engine and shop management, etc.

The labor organizations meet a large expense maintaining committees to adjust the grievances of their members—grievances in many instances created by some ill practice or impractical method, which would be aired at these meetings; consequently the number of grievances, and engine failures, too, would decrease, saving both time and money to all concerned.

There are many advantages both in favor of the company and the employees to be derived, in my opinion, and I am confident that a series of these meetings would prove profitable and be a means of elevating the employees to the highest standard.

Brother Henley's praise of the officers of the N. & W. is truthful and not intended for flattery. They certainly have the good-will of the employees, and it is evident that the officers, especially the general officers, show favor to the employees upon every opportunity, and are as considerate of their welfare and interests as circumstances will permit; and I, for one, certainly appreciate that fact, and am glad that this friendly condition exists, for we must agree that where there is mutual and friendly co-operation of all concerned in the management of as large a system as the N. & W. Ry. that the best results are possible.

I consider the above a good subject for discussion by those who take an interest in Brotherhood affairs, and would like to hear what others' opinions are.

Yours fraternally, Div. 511.

Lack of Interest in the Referendum Vote.

FORT WILLIAM, ONT., CAN., Dec. 8, 1904.

EDITOR JOURNAL: In looking through the Correspondence Department of the December JOURNAL, I could not help noticing the remarks of "Skinney" on the referendum vote.

There certainly was something wrong outside the cussed indifference of a majority of the membership when such a small percentage of votes were polled.

I hope and I do not think a very large percentage of what we will call lost votes could be accounted for by the same excuse as Div. 243, for the first official intimation we received, except through our General Chairman, was the announcement of the result of the poll, and I am persuaded our vote, though small, would have been "Yea" unanimously.

I, myself, would like to see some system

devised by which every available member would be supplied with a voting blank, and all votes not returned be counted in the affirmative. Perhaps some system like this might stir up some of the lazy or indifferent members—if only those who, knowing that no returns count contrary, are always prepared to let things “go as they are” and never expect or want to get out of the old rut. A contrary vote is far more satisfactory than an unexpressed opinion.

Yours fraternally,
SKINNEY THE SECOND.

eran engineers of the M., K. & T., Brother Maynard firing for Brother Willis in the early seventies, while Brother Willis enjoys the distinction of being the second oldest engineer on the system, the beginning of his service dating back to the Civil War, of which he is a veteran.

Appreciating his knowledge of a locomotive, his steady nerve, manly bearing and civility of manner, his congenial companionship and popularity among men, Mr. J. J. Frey, President of the system, for a decade in the eighties preferred Brother Willis to pull his family special



HOME OF BRO. MAYNARD.

Veteran Engineers at Home.

The above picture is of the home of Bro. R. M. Maynard, Div. 556, New Franklin, Mo. It was photographed by Mr. A. H. Wade, Brother Maynard's efficient fireman, who is proprietor of one of the finest art studios in the country.

On the veranda are Mrs. Maynard and the wife and daughter of Bro. F. Aspelmier, also of Div. 556. In the front is Brother Maynard presenting to Brother Willis, Div. 556, some official notes of Brotherhood work.

Brothers Maynard and Willis are vet-

continuously during his term of presidency.

In years, Brother Willis has reached the allotted time of man, but, as he is wont to do with man, he seems to have cajoled Father Time by his affable and congenial manner to refrain from stamping those marks of age upon his erect figure and manly brow, for in appearance and activity he is scarcely forty.

His seniority and ability have placed this popular gentleman and Brother upon one of the best runs of the system, a preferred passenger, running from New

Franklin into the city of St. Louis, and his friends, who are legion, wish for him that he may enjoy active service among them for many years to come.

P. H. HANDLY, Div. 556.

Shorter Hours.

ST. LOUIS, MO., Dec. 8, 1904.

EDITOR JOURNAL: When I see the almost complete indifference with which the resolution adopted at our last convention and laid before the Brotherhood at large in defense of shorter hours, I cannot refrain from raising my voice in defense of the resolution, as it is what I have looked for and hoped for. It is true there are some in our membership who have a choice run, get good pay and do not wish to be molested in any way, but the great majority of us work too many hours, and as we are a Brotherhood, we should stand for what benefits that Brotherhood. When I joined the ranks in 1882 we were then the envy of all other labor organizations, but it seems we are in the background today in some respects. In this age we are dealing with today; yesterday is past and there is no reverence for the past. If we are not abreast with the times we must fall back and it is plain that we are less alive than many other orders who stand for the betterment of their condition.

In 1882 the poor coal miner was to be pitied, but since then he has come up out of the dust of degradation and despair and he stands today a respected citizen. This is especially so in the anthracite region of Pennsylvania.

The ice man in St. Louis will bring you no ice on Sunday; if you can't take enough on Saturday to last over Sunday, you must go without. The ice man is with his family on Sunday, and the railroad man is juggling around the yard with cars; others are hauling them over the road, and who condemns the ice man for such an achievement—not one—and I do not think these ice men are very Puritanical any more so than the butchers or other trades unions; and in passing I hope the question of wages will be given a rest for a while. The engineer who

makes two hundred dollars a month will not have any more money in the end than the one who makes one hundred. That sounds absurd—it is nevertheless true in most cases. We as railroad men can better our condition and at the same time hold the moral support of the public and our employers. It is a great satisfaction to know you are bettering your condition and still keeping within the line of justice. Let us not isolate ourselves from all social and intellectual touch with the world; if we do we will be called cowards. Fraternally yours,

GEO. A. CLARK.

The Best You Have.

PHILADELPHIA, PA., Dec. 4, 1904.

EDITOR JOURNAL: To all the readers of the B. of L. E. JOURNAL I wish a Happy New Year; no doubt a wish that we all express with our tongues, but never do anything by our acts to help those about us to have a happy New Year. In the October JOURNAL, page 749, is an article by F. H. Sweet, called "The Best You Have." It will do us all good to read it and follow the advice given, and brings to mind these words: "As ye sow, so shall ye reap." Where we give love, love will return; where we give tears, the same will come back. Oh, some will say life is too short to try, but let us all try to make some one else happy and the result will encourage us to continue it, for I believe that there are more good people with good desires in the world than there are bad people with bad desires.

To begin, my Brothers, let us be sociable. When you go to your Division greet every Brother with a hand-clasp—with a cheery "How are you?" and see how gladly it will be returned by the Brethren; and if there are any visitors there, they will know you and remember you after they go away, and in some after day you will not feel lonely in their Division. Be patient and kind to the little children in your locality, and it will come back to you in kind. I have seen a woman who objected to their play, to their voice, and so forth, and her life was made miserable, as she tried to make theirs, and all that

childish ingenuity could think about was used to torment her, and within a square a woman encouraged their play, patted their cheeks, was kind in chiding them, etc., and everything around and about her was safe, and they were only too anxious to please her.

If you are sick, be patient and cheerful with everybody and see how many friends you will have about you. Don't, because you are sick, try to be cross at everybody else because they have not the same disease, but live on to make some one happy in your own feeble way. Be kind and courteous to your Brothers on the road; pity them in their troubles. A kind word to one in distress is needed much oftener than your almighty dollar. Oh, how much happiness is lost to ourselves by our omissions of duty, which cost so little to give. You old fellows can bring a happy smile to that old darling's face by just putting your hand on her shoulder and asking her if she is tired, or advising her to quit for today; and we young fellows can do the same, if we are a little thoughtful in many ways.

Make no foolish resolutions the first of the New Year, but quietly begin each day to do something to please some one. Go to the man you have not been friendly with for five years and greet him, and mark the result. Speak kindly to the one struggling against many troubles; bring a smile to the face of him who seems unable to smile. They say "misery loves company," but I do not believe it; and I have been told that in the surgical ward of a hospital at times there is more fun than in any other place on earth. I do not care to go there, but it satisfies me that people can be happy anywhere. So, first, be happy with yourself. How best to be that is to lose yourself in making others so. The sweet song says:

"For life is the mirror of king and slave,
'Tis just what we are and do;
Then give to the world the best you have,
And the best will come back to you."

There is nothing impossible in this, and the world would appear brighter and our wishing of a Happy New Year would become a reality. Finally, Brethren,

whatsoever things are true, whatsoever things are honest, whatsoever things are just, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report, if there be any virtue and if there be any praise, *think on these things.*

Fraternally,

C. B. NIXON.

Happy New Year.

EDITOR JOURNAL: As we stand beside the grave of the dead past we behold only the darkness of oblivion, and not until the grave digger—Time—lets fall the last shovelful of earth to form the mound and has placed the head-stone to mark the spot, do we turn from the melancholy reflection of the wasted days of the past year to see the wreath of immortelles which has been placed upon the grave sparkle into life as we turn away and hear the greeting: "Happy New Year!" The year of past trials is gone. In some instances it may have been a wrecked life, vanished riches, the poor grown poorer, social ambition destroyed, the student failing to reach the height in knowledge he had aspired to, or the idle and ignorant having carelessly allowed the precious hours to slip away unimproved and unappreciated.

In reviewing the dark side of the retiring year, no matter how sad the past events have been, there is always a cheerfulness and helpfulness which fills the soul with delight and causes the pulsation of the heart to throb with joy at this salutation of the new year's greeting. No matter how burdened we may have been, as all of earth's millions have their own sorrows and tears, on this particular morning we should meet one and all with renewed hopes and aspirations, for, as the good Book tells, "when we have put our hand to the plow, look not back." It is the past; let it go. Live from *today!*

Untried responsibilities may come with the new year. Let us buckle on the armor as necessity requires for the struggle; polish up our dispositions and brush away the tears of regret for wasted hours. "If sorrow linger in the soul and eat

at its heartstrings like a canker, let the 'Happy New Year' make light the burden. If confiding love has been unrequited, and beneath the mask of a smile you carry the image of a broken idol, let the 'Happy New Year' cheer you to the hopeful reward its future days may bring!"

Time works wonders and heals many wounds. The salutation on a New Year's morning is a soothing balm to the heart laden with sorrow; it fills the soul with renewed hope and expectation—that after the darkest night the dawn of morn may bring forth the day of promised reward.

Experience with the world has taught us that the saying of an anonymous writer is true: "We often create our own misfortune by our mistakes." We are often led by impulse to do and say the things we have cause to regret. The word once spoken is like an escaped bird that cannot be recaptured. It falls harshly upon the ears of friend or foe alike, and like the ripple made by the pebble thrown in the lake, its waves spread and spread until they reach the furthestmost shore.

"If the world seems cold to you,
Kindle fires to warm it!
Let their comfort hide from view
Winters that deform it.
Hearts as frozen as your own
To that radiance gather;
You will soon forget to moan,
'Ah! The cheerless weather!'"

"If the world's a wilderness,
Go build houses in it!
Will it help your loneliness
On the winds to din it?
Raise a hut, however slight;
Weeds and brambles smother;
And to roof and meal invite
Some forlorn brother.

"If the world's a vale of tears,
Smile till rainbows span it!
Breathe the love that life endears,
Clear from clouds to fan it.
Of your gladness lend a gleam
Unto souls that shiver,
Show them how dark Sorrow's stream
Blends with Hope's bright river!"

As we are entering upon our duties of the new year, let us resolve, and make a special effort, to guard against saying or doing the things we may so soon have cause to regret. Let us but accomplish

this and our happiness and success for the coming year are assured, and our record will show that we have endeavored to speak only kind words and perform only kind deeds to our brotherhood of men.

As the last spadeful of earth falls on the dead year's grave—1904—let us bury with it all jealousies, unkind words, rash acts and animosities of the past, and begin the year 1905 with our hearts joined in one grand chorus, ringing with the joyous salutation, Happy New Year to All!

"Farewell, old year, the rustle of whose garments,

Fragrant with memory, I can still hear,
For all thy tender kindness and thy bounty
I drop my thankful tribute on thy bier."

Yours fraternally,

J. PUFFENBERGER.

Too Many Lukewarm Members.

ROCHESTER, N. Y., Dec. 8, 1904.

EDITOR JOURNAL: In the December JOURNAL, page 914, Shandy Maguire tells what happened to him some years ago when he wrote an article for the JOURNAL, which reminded me of a similar case which happened to myself.

I was not one of the "heavy-weights" nor one of "those who stood in with the Editor," consequently my letter, one written in reply to a "roast," was returned marked "rejected."

I got back at him by sending the article to another journal, just as it was returned to me, and it was printed in full with an explanation of why it was published in that journal, instead of the B. of L. E. JOURNAL.

"Skinney," page 915, struck the nail squarely on the head when he said, "Ninety-ninths of our members are so slow about anything pertaining to the B. of L. E." And let me add to his statement, that those same members who never attend meetings, and who want the G. C. of A. to straighten out their snarls, are the ones to kick against paying the G. C. of A. assessments and put off paying them, regardless of how steady they have been working, until they are threatened with expulsion.

There are too many lukewarm members in the Order. The work is (in most Divisions) left to a very small percentage of the members to do, and those who do not attend meetings complain of what is done and what is not done by those who do try to keep the Division alive.

The result of the referendum vote lately submitted to the members at large will fairly illustrate how many take interest actively in the Brotherhood affairs.

Those who voted on the questions represent those who attend meetings and take an active interest in the affairs of the B. of L. E. To those active members is due the credit of keeping and making the B. of L. E. what it is today. Long may they live!

Those who would not vote on these questions represent those "who forget what evening their Division meets."

Even on the appeals to the legislative bodies to enact laws requiring every man placed in charge of a locomotive as an engineer to have actually served an apprenticeship of three years as a locomotive fireman, laws which would have the effect of preventing inexperienced men from being placed in charge of engines pulling passenger trains, some of our members refused to sign. Why, no one knows, they can give no reasonable excuse themselves.

In reply to J. J. Conrad, page 918, on subject of printing Division Addresses in every issue of the JOURNAL, I wish to say for one, I am opposed to the printing of the addresses in each issue. It is expensive and unnecessary. I have for a long time thought it poor policy. With the addresses published once in six months there is no good reason why every Brother cannot have a list of Division Addresses. But few changes in officers of Divisions occur between elections, and with elections once in two years it looks to me like a poor business proposition to pay about \$500 per month for the one thing to be published over and over again.

I think the Convention did a wise act in doing away with publishing the addresses in every issue, when every member can have a list of addresses always handy by

simply preserving the copy of the JOURNAL containing the list. A very small minority of the members ever consult the list of addresses, and a much larger percentage than many think never read the JOURNAL.

I am opposed to rejecting advertisements for the purpose of making room for the list of addresses. Brother Conrad says: "It is more than a little annoying to be deprived of the one privilege we could boast of prior to this action." I fail to see where we have been deprived of any privilege. The fact that Brother Conrad has been addressed as F. A. E. of Div. 209, and he never was, nor is now, F. A. E. of any Division, shows of how little use it is to print the list of addresses in every issue. Whose fault is it if not that of the party addressing? Could he not have preserved one copy of the JOURNAL containing the list? He certainly knew that the addresses would only appear once in six months, unless he belonged to the class who do not read the JOURNAL.

Brother Conrad says, "In my opinion, the few are not justified in passing such laws for the many who are in duty bound to submit." Does Brother Conrad want the whole membership of the B. of L. E. to assemble in Convention to make laws?

The few always make the laws to govern the many. If certain laws are wanted, or not wanted, by a majority of each or any Division, the delegate from such Division or Divisions should be sent to the Convention instructed how to vote on such questions.

I have never attended a Convention as delegate, but will venture to say that the delegates, by a large majority, go to the Convention uninstructed. Usually, the delegates are men in whom the members of the Division sending them have confidence, and are satisfied their delegate will assist in passing such laws as seem best.

Do you instruct your state and national representative what laws to pass? The few there make the laws for the many.

When it comes to referring a question to the membership at large to signify whether they want or do not want certain

laws enacted, just refer back to the results of referendum vote and see how small a percentage of our members know whether they do or do not want certain laws. There are too many who "do not know what they do want." There are many who, if asked to express an opinion as to what action should be taken on certain questions by the Convention, will reply, "Oh! I don't know, I will leave that to our delegate."

Everyone has a right to his own opinion and if Brother Conrad, or any other Brother, thinks it better to have the addresses in every issue, they have just as good a right to think so as I have to think my way. Let it be according to the wishes of the majority and for the good of all.

Fraternally yours, B.

Blame the Organizations.

PORTSMOUTH, O., Nov. 28, 1904.

EDITOR JOURNAL: The recent report of the Interstate Commerce Commission showing the number of railway accidents may be appalling and astonishing to many who are not versed in railway matters. The press, ever on the alert for news and information, has made inquiries as to the cause of railway accidents. Some railway officials have expressed themselves, attributing the cause to human error, incompetency and negligence of employees, due to the influence of labor organizations, and directly blaming the organizations to a greater or less degree. Also a number of other causes have been advanced, but I have yet to learn where any have made mention of the principal cause of accidents, the majority of which can be charged to this cause.

I venture to state that if an impartial investigation of all railway accidents where engineers are concerned were made by competent judges, who would endeavor to learn the motive or incentive which leads to accident, they would discover that where the engineer or conductor has been blamed the incentive in a majority of cases is due to an effort to make "time." From my experience, I am convinced that "time" is the principal cause.

The railroads have rules sufficient to insure the protection and safety of the traveling public and the safe movement of their trains if the rules are conformed to. The violation of rules in which rear-end collisions occur, overlooking slow orders, approaching block and order signals, stations and railroad crossings, especially when heavy fogs prevail, with train not under full control, are all violations, which in many instances are due to the effort of the engineer to make a certain showing to represent schedules for which no time allowance is made. Why do the people who ride on railroads, either as passengers or employees, wish to rush through life or to accomplish so much in the shortest space of time when they are aware of the risk they run, if we are to accept some of the reasons as advanced by railway officials as to the cause of accidents?

To the above question I would like to hear the opinion of some of our Brothers expressed in the columns of the JOURNAL. I consider it a very serious question, and one worthy of thought and effort.

Some railway officials condemn the labor organizations, giving reasons that seem to me very flimsy, claiming that the officers are compelled to keep in their employ men whom the company would be much better off with them out of the service than in it, but that these men are maintained due to the influence exerted by the union. My opinion of a man, especially a railway official, who would make an assertion like that to the public is that he is too narrow-minded, impractical, and utterly unfit to hold a responsible position as an officer of a railway, one of whose principal duties is the training and government of men, fitting them for the service and making them reliable and trustworthy, as the railways of this country require.

A competent, practical and experienced official systematizes his road, having a system for every movement, and sees that it is maintained, knowing that a perfect and practical system gives a sure result and makes reliable and trustworthy employees. Where a perfect system is

maintained there is no excuse for violation of rules or failure to perform a duty; and when such violations occur or failure to perform a duty, it is due to negligence or incompetency, and it is up to the official and not to the labor organization to settle the matter; and if common-sense judgment is impartially rendered and justifiable discipline properly administered, the organizations have no ground for interference. But railroads that have rules for the government of employees and the movement of trains and fail to enforce them according to their meaning, but have practices and methods relative to the same rules which give altogether a different result, are bound to have accidents, for they cannot systemize a road with a set of rules where the practices are so widely at variance with the rules; and where rules mean one thing and practices another, confusion and disorder reign and the opportunity to educate and train men to a standard of reliability is lost.

The two principal qualities which are essential to the successful railway employer are perception and comprehension. All employers are not largely gifted with these talents, and when not endowed by nature with them it is necessary to develop them by training, and this can only be done by a perfect system and the value placed upon their situations by the employees. If the officers have endeavored to make the situations of the employees as appreciable as they can, this would be a great incentive to employees to make the greatest effort to qualify themselves to give a satisfactory service.

Again, a road with such a reputation would have the advantage of selecting from those who made application for positions the highest types of the applicants—those who are of the higher order of intelligence and have the ability to become trustworthy. This element would certainly appear if the proper disposition towards employees was displayed, a disposition to treat them fairly and impartially upon business principles, appreciating the faithful performance of duty well done.

The idea of railway organizations inter-

fering with railway officials in conducting a road is preposterous. Any road on which an officer's time is so much taken up by committees in an effort to adjust grievances can be safely set down as a road whose officers are not as practical as they should be, a road that has not a perfect system, and consequently the employees are more or less imposed upon or unjustly dealt with; and an organization that would not resent an imposition or unjust treatment at the hands of an impracticable person or persons would not deserve the title that the B. of L. E. has earned.

Hoping to hear from some of the Brothers upon this question, I remain,

REUBEN.

Not a Good Place for Lung Troubles, but a Good Place to Live.

LOS ANGELES, CAL., Dec. 7, 1904.

EDITOR JOURNAL: If you will kindly allow me space I would like to express my views to the many friends and Brothers who read our valuable JOURNAL, on the inconsistency of people afflicted with that dread disease, consumption, leaving their homes and friends to come to the Pacific Coast, especially Southern California, expecting to effect a cure, or even to prolong their lives, for after several months of careful study, noting the condition of poor unfortunate beings who have left their eastern homes on a long journey to the land of flowers, some of them presumably by advice of their physicians, who know that they were past help and not wanting them to die on their hands. No doubt some of them have disposed of their belongings either by sale or mortgage for a nominal sum, only to meet disappointment and find themselves homeless, money gone and dependent on the charity of those whom they have no claim upon, sooner or later to pass away and be laid in the potter's field with no friend or relative to keep the grass green over their graves, or even follow them to their last resting place. It is no uncommon thing to see a funeral procession composed of the hearse, and one carriage containing the pallbearers, winding its way to some

place of burial with some unfortunate who has passed away without friend or relative to offer a word of consolation in his last moments. The secret organizations of this city certainly do honor to themselves whenever a member passes away, let him be from home or abroad. That also is getting to become a burden, but they continue to fulfill their obligation to a Brother with becoming fortitude.

My Brothers, those of you who have not had the opportunity to study the situation in person can hardly realize the condition of affair in this land of sunshine and flowers. There are great opportunities on this coast for healthy people who have a little capital to invest, outside of living in, I believe, one of the most congenial climates in our broad land. Consumptives should seek a climate where the air is light and dry; it is full of damp on this coast. As I said before, there are good opportunities here for healthy energetic people. With the opening of the Salt Lake Railroad and the Panama Canal this coast is going to see a revolution that will be a surprise to the most fastidious, up-to-date business man, and the young man that gets in on the ground floor will be able to pass his declining years in peace and luxury where all kinds of fruit and flowers are a continuous luxury.

To my Brothers and Sisters in the north and east, I know full well how to sympathize with you for the next few months, hugging the stove and paying coal bills, while I hug (not the girls) but the shady side of the street. If any of you should happen to get off the track and fetch up at Los Angeles, don't slight me, but call at the Hotel Palms, one of the pleasantest homes in the city. I won't promise to spread a banquet for you, but will try to make your stay pleasant. Having retired from railroad service after a varied career of thirty-seven years, I have no railroad news to impart, only that I called on a certain master mechanic near San Francisco and asked him for a job. He looked at me a few moments and said, "You are too d—d old for any use," turned on his heel for the roundhouse, and the engines were so thick and high I lost sight of him; the Brother that introduced me stood five minutes, more or less, then said (leaving out the strong language), "What do you think of that?" I said, "Maybe the next Congress will pass a law to kill us after we get gray or worn out in the service." I think I had better call a halt before the Editor kicks.

Fraternally yours,
C. R. GURNEY, Div. 419.

Engine Driver Snobbery.

HOBOKEN, N. J., Nov. 17, 1904.

EDITOR JOURNAL: In this month's number of the JOURNAL is a letter from Mr. J. S. Bell protesting against the use of the words "engine driver" by two New York papers. If Mr. Bell will pause a moment and think, he will remember that the New York *Herald* is so "decidedly English, you know," that it invariably speaks of our engine crews as the "driver" and "stoker." The New York *Sun* never hesitates to throw a slur on labor, particularly organized labor. Moreover, if Mr. Bell and I have in mind the same "prominent railway journal" which also attempts the use of the same misnomer, I want to remind him that the editor is a "canny Scot," who really can't see anything very good on this side of the pond, except the good American dollars.

Yours truly,
E. BURGOYNE, Div. 171.

The Guardians of the Passengers.

VINCENNES, IND., Dec. 12, 1904.

EDITOR JOURNAL: Probably most persons who have traveled by rail at night have had their thoughts turned to those who with their hands upon the throttle and scoop watch between them and death.

Often when the night has been black and boisterous with angry storms, or cold and desolate in midwinter, we have lain down in our snug berths listening to the clatter of the swiftly moving train, with a sense of security because we knew there were two noble men standing in the cab watching with vigilant eyes against danger.

There they are, gazing along the track, conscious that hundreds of lives are entrusted to their care, that these hundreds of sleeping passengers are resting calmly in the conviction that they will not fail to do their duty.

They are all strangers to them. At the stations while the train waits for the passengers to take their meals, none of them think it worth while to speak to these knights of the rail. They are going somewhere—they are—who knows even their names?

The conductor, brakeman and porter are brought more or less in contact with them and they know something of each other; there is a little mutual fellowship at least. But the engineer and fireman stand apart, their faces are begrimed with soot, their clothes soiled, and their hands are hard and unseemly.

On the road, after a long night of

travel, they are not an object of prepossessing appearance, and yet these men through the long hours of the night have faithfully performed their duty. Sober, cool and vigilant they have brought their charges to the end of the journey in safety.

The travelers scatter to their homes or pass on to other scenes, praising the railroad for the admirable system of their road and comfortable accommodation afforded; while perhaps the greater portion give not a thought to the brave engineer and fireman whose faithfulness guarded them from accident and death.

There are obligations between man and man which can never be compensated by dollars and cents, let the pay be just and liberal, but let there be likewise a remembrance that they, the loyal engineer and fireman, have risked their lives for us, and a prayer for the benediction of God be upon them. Fraternally yours,
W. M. S. HINDS, Div. 289.

the time our contracts allow us for rest. More than this, the man who spends his time off duty browsing around the streets or at the race track or gambling when he ought to be asleep, is just as unsafe as the one who stays on his engine long hours to make a large check. Think of a man who tries to make 5,000 or 6,000 miles a month in freight service, and then when his dulled mind stumbles into some trouble bellowing about his hard luck or of unjust discipline.

The cost of living in the last few years has increased very much faster than our rate of pay, and very many of us are trying to keep up our standard of living by making more miles than ever before.

Get a November copy of the *Review of Reviews* and read this article very carefully for yourselves.

HENRY M. REECE, Div. 339.

Statutory Regulation of Hours in Train Service.

RALEIGH, N. C., Dec. 6, 1904.

EDITOR JOURNAL: There recently appeared in the *Review of Reviews* an article by Edward A. Moseley, Secretary of the Interstate Commerce Commission, on railroad accidents in the United States, which would be profitable reading for every man in railroad service, and especially to the men in train service, as well as the officials directly charged with regulating this service.

We do not know what experience Mr. Moseley may have had in railroad life, but some of the conclusions he reached are of prime importance to us who go to make up the train service. His proposed reforms are divided into seven items, of which the third is one to which I desire in this letter to invite especial attention. In it he suggests the introduction of rigid laws governing the hours of labor of railroad employees engaged in train service.

How often do we allow our greed for a large check to send us out on the road when we well know our physical condition is not such as to give the service the railroad company has a right to expect, and how many of our ranks have lost their limbs or lives by reason of a dulled brain caused by long hours on duty, misreading an order or overlooking a train!

If traced to their first cause, no doubt very many of the delays, broken drawtimbers, slight derailments, etc., involving small cost, are fairly charged to this reason also. We can largely correct these things ourselves by *all* insisting on having

Railroad Employees' Home.

HIGHLAND PARK, ILL., Dec. 1, 1904.

EDITOR JOURNAL: Following is the statement of receipts for the Home for the month of November, 1904:

FROM B. OF L. E. DIVISIONS.			
Div.	Amt.	Div.	Amt.
25	\$ 5 00	283	\$12 00
33	40 00	286	10 00
116	5 00	311	1 00
153	12 00	325	12 00
217	10 00	394	5 00
226	12 00	488	15 00
231	12 00	536	12 00
239	12 00	598	5 00
255	5 00		
Total			\$185 00
FROM G. I. A. DIVISIONS.			
Div.	Amt.	Div.	Amt.
46	\$ 5 00		
71	5 75		
84	10 00		
Total			\$ 20 75

SUMMARY.

Grand Lodge of B. of L. F., by Bro. W. S. Carter	\$2,500 00
Grand Lodge, Ladies' Auxiliary to the B. of R. T., by Amy A. Downing	200 00
James Costello, of Div. 270, O. R. C.	1 00
W. J. Webster	5 00
Discount on merchandise	5 25
B. of L. E. Divisions	185 00
O. R. C. Divisions	429 00
B. of R. T. Lodges	202 40
B. of L. F. Lodges	132 00
G. I. A. Divisions	20 75
L. A. to O. R. C. Divisions	50 00
L. A. to B. of R. T. Lodges	17 00
L. S. to B. of L. F. Lodges	27 1
Station No. 1	80
Station No. 3	1 68
Station No. 4	92
Total	\$3,777 90

MISCELLANEOUS.

Box of dry goods and fruit from Div. 71, G. I. A.
Ten towels from Div. 26, G. I. A.
Five jars of minceam and one of chow-chow from Mrs. Coe, of Winnetka, Ill.
Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



• Ladies' Department •

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, MRS. M. E. CASSELL, 927 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Perseverance.

BY GEMINI.

Agone the old year, with its care and its sorrow,
 Its pleasure, which never to us shall return;
 No thought for the past, we but hope that the
 morrow
 Will far brighter prove as of new joys we learn.

The past has been pleasant, the present is sweeter,
 The future new pleasures of life may reveal;
 As older we grow, time scampers on fleetier,
 'Till age's cold finger upon us we feel.

The future now beckons, with witching endeavor,
 To charm us, but still we her face cannot see.
 A mist hides it o'er. Will it do so forever—
 Will life's pathway ever thus overshadowed be?

No! no! Perseverance will yield us the wages
 Which she only pays to the workers who strive;
 No sluggard she e'er to her service engages.
 Press on! till at last we in safety arrive.

Arrive at the goal where fair laurels are waiting,
 Where honor and glory our portion will be;
 Where anthems of melody, new joy creating,
 Rise and go forth, heavy laden with gle!

Happy New Year to All.

FRATERNAL SISTERS: We have been so busy since our return from the land of

flowers that time has flown away as if on wings. The thought that it is time for Christmas and New Year greetings comes as a shock that startles us into a realization of the things that are.

Our organization has grown to unexpected dimensions, and as we review the records of our Subdivisions we feel that the members have advanced *with* the organization, and are better fitted for the duties of this life by the associations that result from organization. Since the convention we have added to our chain twenty-two links, which are as follows:

- Div. 324, at Fort William, Ont.
- Div. 325, at Great Falls, Mont.
- Div. 326, at Columbia, Pa.
- Div. 327, at Hillyard, Wash.
- Div. 328, at Tamaqua, Pa.
- Div. 329, at Council Grove, Kan.
- Div. 330, at Trinidad, Col.
- Div. 331, at Roanoke, Va.
- Div. 332, at Philadelphia, Pa.
- Div. 333, at Lorain, O.
- Div. 334, at Du Bois, Pa.
- Div. 335, at Allentown, Pa.
- Div. 336, at Yoakum, Tex.
- Div. 337, at Belleville, Ont.
- Div. 338, at Staples, Minn.
- Div. 339, at Kern, Cal.
- Div. 340, at Trenton, N. J.
- Div. 341, at Creston, Ia.
- Div. 342, at East St. Louis, Ill.
- Div. 343, at Burlington, Ia.
- Div. 344, at Champaign, Ill.
- Div. 345, at Logansport, Ind.

We congratulate ourselves that this is the best growing record the order ever made in the same length of time. We hope the good work will go on until every Division of the B. of L. E. has an Auxiliary and every Brother's wife becomes personally interested in the Auxiliary.

I have been greatly interested and pleased with the letters written by our Sisters for our department of the JOURNAL, and hope they will continue the exchange of thought on subjects of interest to the order.

At our late convention the subject of insurance claimed our most earnest attention. The thought that we must provide against heavy assessments in the future by changing our present system was presented to us. We as a body were unpre-

pared to decide so important a question, so it was left until later. Meanwhile we must think, study and plan for this feature of our order, which we prize so highly; bearing in mind that that form of insurance is best which, for its proper continuance, takes the least amount of money from our members.

When V. R. A. officers present their views through the pages of our JOURNAL, as I hope they will in the near future, do not hesitate to ask questions and express your views; it is for the benefit of each member. Remember every member is a shareholder in this institution and should shoulder her share of the responsibilities.

Our V. R. A. is a very important feature of the Auxiliary, but not the most important. I hold that the fraternal tie is the tie that binds true hearts together. It elevates us above the selfish desires that are so human and makes us feel a nearer kin to God.

We realize that the strength of our order is in the members individually. We know the temptations to discouragement are many, and the member who resists them is the winner of many battles. We urge you to keep up the struggle until every member of your Division will strive to help another up the hill of life before thinking of her own elevation.

Before these lines go to print Christmas will have passed. Allow me to express the hope that yours will be a merry one and that the coming year may be full of blessings. Full well we know that—

" Into each life some rain must fall,
Some days be dark and dreary,"

but if we strive to brighten the lives of those who are under the cloud, our sky will clear and we will reap the harvest of a mind at ease.

Yours earnestly and fraternally,
MRS. W. A. MURDOCK, G. P.

"A Happy New Year."

This is a greeting which is not bounded by latitude or longitude, and there are few places in the civilized world where it is not annually heard.

In all sincerity I join the great host of

well-wishers and extend to our many readers a salutation which has for centuries been the expression of feelings of friendship and good-will.

Standing on the threshold of the New Year, there is something pleasant, and yet something sad, in "thinking of the days that are no more."

The threads that run through the web of life are of many colors. Last year there were welcomes and farewells, smiles and tears, sunshine and darkness, successes and failures, encouragements and discouragements.

But if it be true that "the best of prophets of the future is the past," we can each learn something from our past experiences that will better fit us for the duties of the coming year.

So, when the year is dying and the midnight bells "ring out the old, ring in the new," let us, like the god Janus, from which the month of January is named, look forward as well as backward, and by the light of past experience accomplish more than we have ever done, not simply by diaries and resolutions, but in the consciousness that "a life spent worthily should be measured by a nobler line—by deeds, not years."

Let us all join hands and hearts and make for each other a "Happy New Year." M. E. CASSELL, G. V. P.

Voluntary Relief Association.

As we stand at the entrance of the New Year with the salutations of joy and peace still ringing in our ears, we naturally ask, "What next?" The Book of 1904 is closed, the transactions and records cannot be erased. Whether they have been to our credit or disgrace, each will learn, for results return to remind us of the wisdom or weakness of every act.

Our only *real* successes are measured by the degree of self-mastery we have attained; and if we have reached any peaceful and spiritual height, it has been through honest and upright endeavor to do justice to all. As far as any of us have placed self first, regardless of the rights and needs of others, in the same degree

have we built a rotten foundation which will not serve in a permanent structure. This rule for growth for the individual holds good when applied to club, lodge, or church.

As members of the V. R. A. we have reason to be thankful for the degree of prosperity which is ours. In one year we have gained two-thirds as many new members as in the two years previous, and though there have been more forfeitures than we desire, the net increase is encouraging. The laws enacted last May are, as far as can be judged, a great improvement and when thoroughly understood by all, the machinery will work with less friction than ever before.

This year will be the most important in the history of the Association, because for the first time the delegates have referred a question, viz: "Rating of assessments according to age," and next fall the members will vote upon it.

The resolution recommending the adoption of age rating was made not as a passing thought or fad, but after a careful study of conditions.

After medical examination and age limit were required, confidence in the V. R. A. was strengthened and though it was prophesied that no one would join, a larger number of applicants have asked admission than ever before; and the result has been most salutary.

But now another fact confronts us—a rapidly increasing death rate—1904 having recorded an increase of nearly 70 per cent over the number found in 1903. The question, "What causes this?" is most pertinent and the answer is that as the average age of the members increases, the death rate increases also.

There is no need for a panic over this matter, the V. R. A. never was in such good condition as today, but it harbors a system of assessing which, in time, will ruin the Association. It works in a circle as follows: The average age increases; more deaths follow; more assessments must be called to liquidate the claims; more forfeitures will result which nearly always occur among the younger members; this increases the age

average and decreases paying members, so again we must increase the number of assessments called in order to pay claims.

After the above is repeated enough the result will be a membership composed of those who are too old to join other associations, the death rate will be so great and consequent assessments will be so high that no one can pay them. Then *will follow* the inevitable.

Age rating aims to assess each one according to the burden her membership brings the association, thus bringing justice to all, and the sooner the V. R. A. substitutes such a system for the present unjust one, the better.

I urge each Division to cause this article as well as transactions of convention, pages 245 and 246, to be read in open meeting, and some time be devoted to discussion.

I will be pleased to answer all questions asked by individuals, or better still, by Divisions, where my letters could be read aloud and discussed.

Each member should enlighten herself on this subject that her vote may be intelligent and thus bring the greatest strength and prosperity to our beloved order.

"The world advances, and in time outgrows
The laws that in our fathers' days were best;
And, doubtless, after us some purer scheme
Will be shaped out by wiser men than we,
Made wiser by the steady growth of truth."

MARY L. ROBERTSON.

A New Year's Wish.

Dear, eager little boy,
With many an earnest plan
For the slowly coming years,
When you shall be a man.

Do you wish the years to fly
As you are growing tall?
Feet and inches only make
A big boy, after all.

It is not strength of muscle,
It is not man's attire;
No! 'tis something nobler far,
That brings what you desire.

'Tis firm and loyal purpose
To stand by what is right—
The gentleness that helps the weak,
True mark of noble knight.

The courage when the truth demands
To take the losing side,
The kindness to defend the oppressed
And see them justified.

The will to serve your brother's need
In whatever way you can—
'Tis this, my boy, that you desire,
For 'tis this to be a man.

And so my New Year's wish shall be,
May you the time employ
To form a character that makes
A noble, manly boy.

P. M. A.

Grievance from Canada.

TORONTO, NOV. 28, 1904.

Some time has elapsed since Div. 161 has contributed anything to the pages of the JOURNAL, but the fact of being silent so long makes us none the less active. In fact we are kept quite busy struggling along by ourselves. We regret very much that our Grand Officers do not think it worth while to visit, cheer and encourage us. We feel that this is not as it should be; we help support the Grand Office, and feel we are entitled to a visit from them at least once a year without being invited. True, we have the Fourth G. A. V. P. and she is doing splendidly without the least incentive to help her. Not many can or would be willing to leave home at any time when there is nothing in it to recompense them for the time and trouble, while those who receive salaries do not come near us. We do not forget the fact that Canadian Divisions are in the minority, but if there were an incentive for a Sister to go about and work and visit there would be many more in a very short time. Last week we received copies of the new by-laws and report of Convention. On reading them over we noticed a woful lack of consideration for Canadian Divisions. I always understood our society was international, but when a vote had to be taken whether we receive the most minor office in the list of Grand Officers we consider we weren't even shown courtesy, not taking our rights into consideration in the least. We have had many visitors since Convention and the same questions have been brought up. We have arrived at the same conclusion that as our

just due we are entitled to more than the most minor office as well as a voice in Executive Council. I trust before next Convention we will have many more Canadian Divisions, and at that Convention our interests will not be entirely overlooked. We are not writing up this article for controversy of any kind, simply for the rights of Canadian Sisters and Divisions. Trusting Sister Edithess will not consign this to her waste basket we remain,
Sincerely yours, CANADA.

A Bazar Description.

When Div. 33, Moberly, Mo., does anything out of the common, she wants her Sister Divisions to know it. She does not believe in "hiding her light under a bushel." Query—why a bushel—that always puzzled me. Wonder if no other article would do as well to hide it under. Well, the one thing we are especially proud of now is, that we have a \$300 piano bought and paid for in the last year by entertainments. The last payment was made in November, from the proceeds of a bazar. This was rather a unique affair, and as we are always glad to get new ideas for entertainments we very naturally conclude you are also, I will tell you about our bazar. We had booths representing the six working days of the week, and in each one were articles for sale, appropriate to the day represented. Monday, washing day, this booth was very little decorated except with clothes pins. There were for sale clothes pin aprons, laundry bags, gingham aprons and soap; refreshments, sandwiches and coffee. The Sisters presiding were dressed in the costumes of the day, with sleeves rolled up, kitchen aprons and no collars, too much hard work for frills on blue Monday. Tuesday, ironing day, was all trimmed in white, for tables, patent ironing boards draped in white and for sale with small nickel-plated shirtwaist irons and stands, waxers, ironing aprons, holders, etc. Popcorn was the refreshment served. The ladies wore dark dresses, white caps and aprons. Wednesday, mending and darning day. This booth

was, perhaps, the most handsomely decorated. Two shades of green crepe paper formed festoons and rosettes, and tiny gourds used as darning balls were strung and festooned all over the front of the booth, some plain, others striped, bright and dark green, and yellow and green. Suspended from the sides were two pretty fancy work baskets, flowers were in profusion, stocking bags, housewives' needle cases, work bags, etc. were on sale. Cider and gingerbread formed the "piece de resistance." Thursday, reception day. The ladies were handsomely attired to receive their guests, to whom they served chocolate and wafers. Here all the fancy work pieces, such as pillows, point lace handkerchiefs, dresser scarfs, and all the other dainty articles were on sale. The decorations were also fitting to the day. Friday, sweeping day, the ladies were attired in sweeping regalia, having donned dust caps and white aprons, and having these for sale, also cheese cloth dusters stitched in colors. They served cake and cream. A large grab bag was found here which gave amusement to young and old. Each lady in the Division contributed several articles to this, and it was understood each article was to be worth 5 cents, the sum charged for a grab, and every one got his money's worth, and many much more than this. Saturday, baking day, was the most loyal of all, for they decorated in the colors of the order, purple, blue, red and white. Here was sold home-made bread, cakes, pies and jumbles, and oyster stew, celeri, pickles and coffee were served. I do not know whether it runs in the R. R. line to be good cooks, but it surely is so here. The general committee, Sisters W. A. Flowers, J. C. Eagen and W. P. Carlisle, worked very hard for the success of the bazar. They divided the lodge into six sections, each to work for the day it represented, and all did well. The Sisters donated the fancy work, and home-made bread, cake and pies, but all other expenses were paid from the proceeds, and we netted \$78. The Brothers assisted and patronized all the booths, and went away full and thankful.

Hope I have not been too lengthy in my description, but if I have I am like the old man who very much desired something, and decided, at last, he would pray for it. After fervently beseeching for the boon he craved he added, "Oh, Lord! I am not like some people, *always* pestering you, and if you will hear my prayer and grant my request, I promise *never* to bother you again." So, print this, and I promise not to bother you again, anyway until next time.

COR. SEC. DIV. 33.

Protection.

The divine principle of protection has a deeper significance than any other on which our social fabric is reared, except perhaps love. The word protection implies more than self-preservation, the so-called first law of nature, for it is as broad as the world in its scope. It is instructive in the lower orders of life, it is the first impulse of the painted savage, and is the governing thought of the civilized mother whose life is centered in the protection of her helpless babe. The working of the beautiful sentiment is seen at its best in the home and loved ones, where the devoted father is toiling for their protection. Communities are organized for the same purpose, and so on to the great banding together of people into a nation in which protection is had by being prepared to resist the aggression of other nations, the needed protection being furnished by well equipped and manned armies and navies. The record of our own United States in this respect stands pre-eminent, not in point of numerical strength of its navy, but in the brains on the bridge and behind the guns. Our 1,600 ton battleships are a guarantee that we shall be protected on the sea, and we know too well of the prowess of our boys in blue to fear for protection on our free soil. A protection every American citizen is proud to feel he will have wherever the stars and stripes are unfurled. President Roosevelt, at the head of our happy and prosperous people, has given us the best of proof that our interests shall be protected, by wearing the uniform and

fearlessly engaging the misguided Spaniards when our protection of down-trodden Cuba was resented. In the council halls of the nation are the representatives who are constantly framing legislation for the protection of the interests of all. The same is true of all of our representative bodies, and is well exemplified in the efforts of the President of our G. I. A., who is doing such a splendid work for our organization and our protection. It is also true of our loved ones at the throttle, who have not only a care for their own protection but that of those on the train behind them; and also the wife and little ones at home.

Protection may be said to be the bulwark of our existence as a people, since without it the weak would go down before the strong, and our tenure of life as a nation would be problematical. The proof that it is God's gift is seen in the protection of a loving Providence.

MRS. A. H. WALES, Div. 274.

From East to West.

I.

There comes one day a fairy bright
And laid within my hand a gift.
" 'Tis a talisman of love," quoth he,
" At sight of which all gates will lift;
Go hie you away to the sea."

II.

I turned my face towards set of sun,
With gift close clasped in hand;
" For sure," said I, " 'tis salt in the air
The west wind brings from over the land,
From shore of distant sea so fair."

III.

I sat me down in coach that was fine,
Drawn by steed of fire and steam,
That wheezed and puffed, groaned and moaned,
As through the night it sped with scream,
Carrying me farther and farther from home.

IV.

In the morning light I caught a glimpse
Of the world just waking from out its sleep;
The soft wind waved the grain and corn;
There were cattle in pasture, flocks of sheep,
And homes that sheltered loved ones from storm.

V.

As I journeyed on and the nights went by,
Each morning the scene it changed for me;
There was less and less of the peace of man,
Of grass and grain and green of tree,
But more of the part when life began.

VI.

Cactus and sagebrush, far-reaching sand,
Rocks piled up till they reached the sky;
The snow it glistened with silver sheen,
Under the light of the sun hung high,
On crest of mountain that stood supreme.

VII.

As I gazed afar o'er hill and plain,
The desert bare, and mountain high,
Vaster and vaster it seemed to grow,
Nearer and nearer God came nigh
Till my very soul at his feet lay low.

VIII.

At last, one day, I was waked from my dreams
By a shrill voice calling " Roses cheap!"
Quickly I raised the window wide,
And buried my face in their fragrance sweet
As swiftly we sped down the mountain side.

IX.

Into the valley of pure delight,
Of fragrant flowers and fruit of gold,
Where nature her banners of color unfurled,
And wove them into beauty untold
Down into the garden of the world.

X.

How was I greeted in that far off land,
In that wonderful city with heavenly name?
" Smile in a glass, 'twill smile back at you;"
Friend and foe gave me welcome the same,
And the legend of old to me was proved true.

XI.

The sun it shone with a golden light,
The ocean's breath was like new made wine;
The green waves broke, then rolled to my feet,
I dipped my hand in the salt sea brine,
And my heart was filled with joy complete.

XII.

For I had reached at last the distant sea,
I had drank my fill of pleasure sweet,
In the land that is set like a gem where the tide
Comes in from distant shores to greet
The sun-kissed hills it rolls beside.

LOUISA TUTTLE ARMOUR.

A New Division in Virginia.

One more Auxiliary has been added to the list of our fast growing prosperous Order, and happy indeed are its members to tell you that it is located in Old Virginia, at Roanoke, the headquarters of the Norfolk & Western Railway.

About a year ago Div. 301, of B. of L. E., moved to this place from Radford, where it had always been located, having as its members the Radford Division Engineers of the N. & W. Sister R. B. Adams, at the request of several of its mem-

bers, decided to help them to have an Auxiliary at this point (one having been previously granted at another place), so with Sister Derflinger, wife of F. A. E., and several others, withdrew from 68 to organize the new Division, and after two months of watching, waiting and corresponding, the Grand President granted us a charter, so Div. 331 comes into the ranks, having been named Vena Adams, for the only daughter of Bro. R. B. Adams, who is Chief of 301, and Sister Adams, who was formerly Grand Sentinel of the Order.

By request of our Grand President we were organized by Mrs. John Carlin, of Creve, Va., assisted by Sisters Jones of 87 as Marshal, Cahill of 68 as Secretary, and German of 68 as Chaplain, to whom we return many thanks for helping to make our organizing day a success. Much credit for the new Division is due to the untiring efforts in our behalf of Brother and Sister Derflinger, also Bro. Glen Smith, and we would be ingrates indeed if we did not make mention of the fact that the money for our charter was given by Bros. Stott and Koontz. We are very proud of the fact that we have so unanimously the good-will of our Brothers, and sincerely hope that we may grow in their esteem and always deserve the confidence that has been given us, and that we will be a credit to our noble Order and the Grand President, who saw fit to entrust to our keeping the much prized charter under which we work. Thanking you for space in your deservedly popular pages, and promising to let you hear from us again, I am sincerely yours in F. L. and P.

MRS. ROBERT SPANGLER,
Secretary Div. 331.

Study Club Program for January.

1. Regeneration of Cuba. References: George Kennan's articles in *The Outlook*, from March 4 to October 14, 1904.
2. Woman in War. References: *Our Army Nurses*. By Mary A. Gardner Holland, in *Review of Reviews*, January, 1889.
3. Current Events.
4. Christmas Carol. By Charles Dickens.
5. Christmas Carol. By Kate Douglas Wiggin.

6. Christmas Customs. References: *Holy Days and Holidays*. By Edward Deams, M. A. M., Ph. D.
7. Christmas on the Mayflower. References: By E. C. Stanton, *St. Nicholas*, December, 1900.
8. Christmas in Foreign Lands. References: By E. T. Marsh, *Chautauquan*, December, 1900. *Magazines for December, 1904*.

The Secretaries of the G. I. A. Study Clubs are requested to send in their reports for the past year as early as possible. Blanks for these reports will be furnished by writing to the Chairman of the Study Club Committee.

Division News.

It has been quite a while since anything has been heard from Golden Heart Div., 222, Norfolk, Va., and I thought I would tell the Sisters that we are doing nicely. We have lately had four new members to come in, and all seem interested in the work.

On Thursday, November 3, we spent a most delightful as well as profitable day with Rock Castle Div., 87, Crewe, Va. Leaving our homes at 7:40 we arrived in Crewe at 11:45, and were met at the depot by Sister Carlin and many of the ladies, who escorted us to Mrs. West's, where we rested and chatted until dinner was announced, and, Sisters, it was a dinner long to be remembered, everything being served in the most tempting way to suit even the most dainty epicure, and saying we did it ample justice would be putting it mildly. Dinner over and it being time for the meeting, we all went down to the hall. We then proceeded to go through all the work, and the time came all too soon for leaving. We returned to Mrs. West's for supper, which we thoroughly enjoyed. Having only a little while left we started for the train, arriving home all right and on time, counting it one of the happiest and best spent days of the year.

SISTER H.

DIVISION 293, Hoisington, Kan., has long been silent, as we have been organized nearly two years, this being our first introduction; being such we hope it will appear in print to the readers of the *JOURNAL*, thus escaping the waste basket. We have a very congenial Division, each one working in harmony with the others,

and meeting regularly. Our membership is small as is also our town, but some day expect more members as we have several bachelor Brothers who seem to be contemplating matrimony.

Have had several socials to replenish our treasury, for our motto, Charity, is ever in the minds and hearts of Div. 293. Have also had social functions which were enjoyed by the families of our Division.

The last event was in the nature of a surprise on our worthy President, Sister Mary Gleadall. The ladies and their families met at the residence of Sister Anderson, our very efficient Guide, and then proceeded to the home of Sister Gleadall.

In the darkness one would have thought the crowd was a pack of howling Indians, but when the doors were thrown open and the electric lights turned on Sister Gleadall recognized her friends in various characters. The organ-grinder was there playing the famous songs of the streets; women from the Orient with loose robes and flowing sleeves; the tramp was on hand with his wife and five children starving at home; the ever-crying newsboy made his appearance selling copies of the *Hoisington Dispatch*; Aunt Catharina on her way to the World's Fair, and the "Dutch Heiress," with her friend, the "Dude," produced a great deal of merriment. The evening passed pleasantly with games and music until 11 o'clock, when a bountiful supper was served.

After all were seated our genial Sentinel, Sister Goodwin, arose and in a few well chosen words presented our Sister hostess with a beautiful crescent pin set with garnets, as a token of appreciation for her interest taken in the Order.

About midnight the crowd decided to adjourn, and yet they lingered as if unable to break away from a scene of so much mirth and happiness; finally with one great effort they gathered up organ-grinders, band-boxes, newspapers, umbrellas, music boxes and various other articles and bade Brother and Sister Gleadall good night, wishing them a safe and pleasant journey to the World's Fair city.

MARY HEATH, Sec.

W. W. WILLIAMS, Memorial Div. 266, Rock Island, Ill., has been silent for some time, not because we have nothing to say, as we could write a large volume if we should tell all we have done in the last year and all to a purpose. Although we are not large in number we are great in self-esteem, and always accomplish what we undertake. Last December we held a sale of fancy and useful articles which increased our treasury several dollars. Although a note of thanks was sent to each one we wish again to thank each Sister Division who so kindly donated to our sale. Later on we had a card party in B. of L. E. Hall, at which we served refreshments, which netted us a neat sum.

In August we held our annual picnic on Campbell's Island. The day was perfect, and as many of the Brothers who could, joined us, and as the Sisters are all good cooks it is needless to say our tables were laden with good things to eat, which was heartily enjoyed. As evening came we wended our way home, all saying they were glad to have been there and hoped we could repeat it next year. On November 4th we held an apron sale and served refreshments, and realized a nice sum. The only trouble was we did not have aprons enough for the demand, although we had a large number to start with.

Once a month we hold our sewing circles at each other's homes, much work is accomplished, besides the good cheer it brings and increased sociability. On November 5th the Sisters planned a neat surprise upon the Brothers of Div. 60, which was triumphantly carried out. After their meeting their Chief, Brother Arnold, who was let into the secret, gave us permission to be admitted. We had all gathered near by and when the signal was given we were admitted, and all filed in the hall headed by our President, Sister Arnold, who carried a mysterious looking package. The Brothers looked rather amazed, as none of them had an inkling what was to take place. When Sister Arnold, in a graceful manner, presented them, in behalf of the Sisters, a handsome set of new regalia, words were inadequate to express their surprise and de-

light. Brother Arnold, in behalf of the Brothers, in a felicitous speech accepted the gift, and before equilibrium had been restored Sister Carl Williams, in behalf of the Sisters, in a neat manner, presented Sister Arnold with a cut glass berry dish as a small token for her untiring effort in behalf of the Division. To say that Sister Arnold responded, it was almost impossible, but actions were louder than words in this case, being another complete surprise. Another surprise was in store for the Brothers when the Sisters brought forth a dainty lunch, which was heartily enjoyed. After a while spent in sociability all left for their homes, hoping the Sisters would call again, disproving the old theory that a woman could never keep a secret. Yours in F. L. and P.,

Sec. Div. 266.

It is a long time since Passumpsic Div., 81, Woodville, N. H., has been heard from, but if we have been quiet we are still alive and prospering, and hope to continue so.

November 8 we gave a supper and dance in Division Hall from 5 to 7:30. Clam chowder and other good things too numerous to mention were served, and our Sisters received many compliments on cooking and serving the supper.

At 8:30 came the grand march, led by Past Chief J. W. Buckley, of Div. 572, B. of L. E., and Mrs. Cummings, wife of G. E. Cummings, Superintendent of White Mountain Division, B. & M. R. R. Madam Brock's orchestra, of St. Johnsbury, Vt., furnished good music, and dancing was enjoyed until a late hour. Ice-cream and cake was served during the evening.

After all the bills were paid we had \$37.50 left to put in our treasury, and I assure you we felt quite proud.

The committee having charge of the entertainment were untiring in their efforts for all to have a good time, and that they succeeded was very evident, for it was a very nice, quiet party and all enjoyed themselves. Such an entertainment means lots of work, but the members of Div. 81, Woodville, N. H., are willing to work as well as play.

Yours in F., L. & P., J. E. B.

A DELIGHTFUL surprise was tendered our President, Sister Noleman, by Div. 84, Springfield, Mo., on July 16, it being her birthday. A good many of the members, with their husbands, were in attendance, and a general good time was enjoyed by all. The most pleasant feature of the evening was the presentation to Sister Noleman of a beautiful jardiniere and pedestal, after which refreshments were served to about fifty.

Bright and early on July 20 two large wagonettes, filled with Division members and their husbands and children, wended their way to Mount Pizgah, where a most enjoyable day was spent and two hearty meals eaten on the beautiful picnic grounds. The children were especially delighted with the privilege of wading the creek, and two older ones we know of indulged in the pleasant pastime, too. Just ask Sisters Burns and Du Buque if they know who they were.

On October 11, it being our regular meeting day, Sister President called us to order, and was conducting the order of business when a fierce alarm was sounded at the outer door. The Sentinel came in with a frightened look and announced that the hall outside was full of Brothers demanding admittance. She was instructed to admit them, and then Sister President inquired: "Why this intrusion?" Chief Noleman, of Div. 83, responded in his happy manner, and informed us that they had come laden with best wishes, good will and an abundance of ice-cream and cake. Bro. Martin brought along his splendid phonograph and furnished delightful music for our entertainment. Welcome, Brothers. Come again.

Just one word for our Sewing Club before closing. Our year for 1904 closed November 8, and this is what we have accomplished: About \$57 was given to charity—\$10 to the Widows and Orphans' Home, \$10 to the Highland Park Home, and the balance to home charities; and \$25 we have in our treasury. This we consider a good year's work, all under the able management of Sister Noleman and her efficient assistant, Sister Fitch.

SENTINEL, Div. 84.

LEHIGH Div., 321, Lehigh, Pa., asks for space in the JOURNAL for the first time to show our sister Divisions what we are doing. We were organized last April, with sixteen members, and we are still taking in others.

We enjoy our meetings, and too much praise cannot be given Mrs. Geo. Riley, of Mauch Chunk, Pa., who organized us, and who has kept her watchful eye upon us, often visiting us and giving us encouragement and instruction. We enjoy her visits, and also the visits of all the Sisters of Div. 80. We are a young Division and need helpful words, which are always appreciated.

May all our sister Divisions have continued prosperity, and may we all work for the good of the order.

SEC., Div. 321.

THE ladies' sewing circle of F. S. Evans Div., 99, held a sale and supper at Engineers' Hall, Boston, Mass., November 19, which proved a success and added a neat sum to the treasury. The fancy table contained many useful as well as ornamental articles which found ready buyers. The mystery table contained many mysterious looking packages which netted a neat sum as did also the table of salted peanuts, corn balls and various sweets. The dainty handkerchief donated by the President of the Division, Mrs. Annie Batchelder, was drawn by Mrs. Minnie Cobb. The handsome sofa pillow fashioned by the willing hands of Sister Hathaway's daughter, Mrs. Annie Moore, was drawn by Mr. Davis, and the substantial looking blankets were drawn by Mr. Bruce. The piano was presided over by Engineer Charles Fisher's daughter, Miss Lizzie Fisher, who handled the keys with skill, showing her practice and experience as a fine pianist. Miss Woodman favored us with dancing as did also Sister Chase with her fancy steps. Old-time dancing was indulged in until a late hour, Miss Fisher furnishing music for the same.

INSURANCE SECRETARY.

Div. 21, Atlanta, Ga., of the G. I. A., sends greetings to all sister Divisions and

wishes to give a short account of some of the work we have accomplished and some of the entertainments which we have had during the last six months. In the summer we had two lawn fetes, later a rummage sale, still later simultaneously on the evening of Oct. 21, Sisters Mayo and Ray gave a candy pulling at their homes in different sections of the city. These were for the pleasure of the children and the benefit of the G. I. A. Both were complete successes. I will add that all our money-making schemes have been successes; but don't think, Sisters, that the almighty dollar is all that we are striving for. We use it as "the means to an end," for many hearts and many burdens are made lighter by kindly ministrations, and help in time of need from our beloved order.

We have just received a stimulus to do even better than we have ever done, for our first President, Sister Jas. S. McKibbin (now President of Div. 128, of Indianapolis, Ind.), has been with us again after an absence from our city of over twelve years. She came back to us with such love and enthusiasm for the G. I. A. it positively inspired us.

On the 6th ult., from 8 to 5 P. M., our Grand Guide, Sister Chas. H. Weekley, gave a reception in honor of Sister McKibbin. The day was perfect. About two hundred called to pay their respects to her charming guest. Sister Weekley was assisted in receiving by Miss Annie Williams and Sisters McKibbin and Scribner, President of Div. 21. Chocolate, cakes and mints were served in the dining room by several pretty young ladies gowned in white. The color scheme of the dining room, yellow and white, was effectively carried out in chrysanthemums and butterflies. Butterflies were suspended in the air and everywhere, and as a pleasing souvenir of the occasion, a tiny hand-painted butterfly was pinned to the shoulder of every guest. Fine music added to the charm of the occasion.

ON THE night of the 16th ult., Div. 21 also gave an entertainment in honor of

our first President at the spacious and lovely home of Sister J. D. Kitchins.

The novel feature of the entertainment was that every guest was given a tiny bag containing twenty-four beans, and whoever could make another say "yes" to any question could claim a forfeit of a bean. When a certain time was up and the beans were counted it was found that Miss Laura Welch had been more successful than anyone else in getting men, maids and matrons alike to say that little word to her; in fact no one could say her nay, and to her the prize, a Gibson picture, was awarded.

Music, flowers, refreshments and genuine hospitality all tended to make the evening delightful. Before it ended our President, Sister Scribner, in behalf of Better Half Div., 21, presented to Sister McKibbin a souvenir spoon. She was so surprised that for the time being she was speechless, but at our next meeting she gracefully and feelingly thanked us all for our little gift.

By invitation she told us about the study club of Div. 128 and how they met at the homes of different Sisters once a month, and after finishing the program light refreshments were served and then a plate was passed around on which every Sister was expected to place a dime. The refreshments were very simple and were prepared and the expenses defrayed by several Sisters so that it would be very easy for each Sister to do her part. She also told us about the ladies of their Division going to their hall occasionally and spending the whole day there in a very informal way. Each brought some one article of food and they invited their husbands and children to call on them there and have luncheon with them. Those "all day meets" as she called them she said brought them more closely together. We felt that her talks were for the good of the order.

Hoping I shall not take too much of your valuable space and wishing the Sisters one and all a happy and prosperous New Year, I am,

Yours in F., L. & P.,
COR. SEC., Div. 21.

G. I. A. Voluntary Relief Association.

TOLEDO, O., Jan. 1, 1905.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members of the Association, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for same was dated later than November 30, 1904.

ASSESSMENT NO. 189.

Died Nov. 11, 1904. Sister George Brow, aged 63, of Div. 17, Detroit, Mich. Cause of death, aortic insufficiency. Carried one certificate, dated May 21, 1892, payable to Grace B. Graham, granddaughter.

ASSESSMENT NO. 190.

Died Nov. 19, 1904. Sister Sadie Hadlock, aged 50, of Div. 143, of Elkhart, Ind. Cause of death, organic heart disease. Carried one certificate, dated May 1, 1902, payable to Claire and Blanche Austin, daughters.

ASSESSMENT NO. 191.

Died Nov. 23, 1904. Sister Ida G. Clement, aged 43, of Div. 143, Elkhart, Ind. Cause of death, cancer. Carried one certificate, dated Aug. 29, 1898, payable to Walter E. Clement, husband.

ASSESSMENT NO. 192.

Died Nov. 30, 1904. Sister Joanna Godfrey, aged 49, of Div. 45, Somerset, Ky. Cause of death, acute tuberculosis. Held one certificate, dated July 10, 1901, payable to Veronica C. Godfrey, daughter.

ASSESSMENT NO. 193.

Died Nov. 9, 1904. Sister Pearl Shambow, aged 29, of Div. 37, Little Rock, Ark. Cause of death, appendicitis. Carried one certificate, payable to Geo. T. Shambow, husband.

Members will pay their Insurance Secretaries on or before Jan. 31, 1905, or be marked delinquent; in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must forward to General Secretary and Treasurer not later than Feb. 10, 1905, or stand delinquent till remittance is made.

Assessments Nos. 191, 192 and 193 will be paid from the Fund.

Members in good standing Nov. 30, 1904, forty-seven hundred and eighty-eight in the first class, and nineteen hundred and eighty-five in the second class.

In notifying the General Secretary of the transfer of a member from her Division, the Insurance Secretary should state date when transfer card was granted, By-laws page 87, Section 7.

Some Divisions, beginning with No. 1, have been notified to send in certificates for rewriting, according to action of late convention. Several months will be required to complete the task, and each Insurance Secretary will receive instructions in time to make collection.

MRS. GEO. WILSON, Pres. V. R. A.

MARY L. ROBERTSON, Gen'l Sec'y and Treas.

• • Technical • •

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

New York Duplex Air Pump, No. 5.

BY R. H. BLACKALL.

Figs. 1 and 2 illustrate a new pump gotten out by the New York Air Brake

Company. It is especially designed for the long freight air trains of today, and it is claimed that this pump will supply sufficient air for air trains made up of the new 10-inch equipment, also for the usual parasites found on the engine.

It will be noted that this pump is the same as their other duplex pumps as to its operation, since no material changes have been made along this line. There are, however, several changes made in the con-

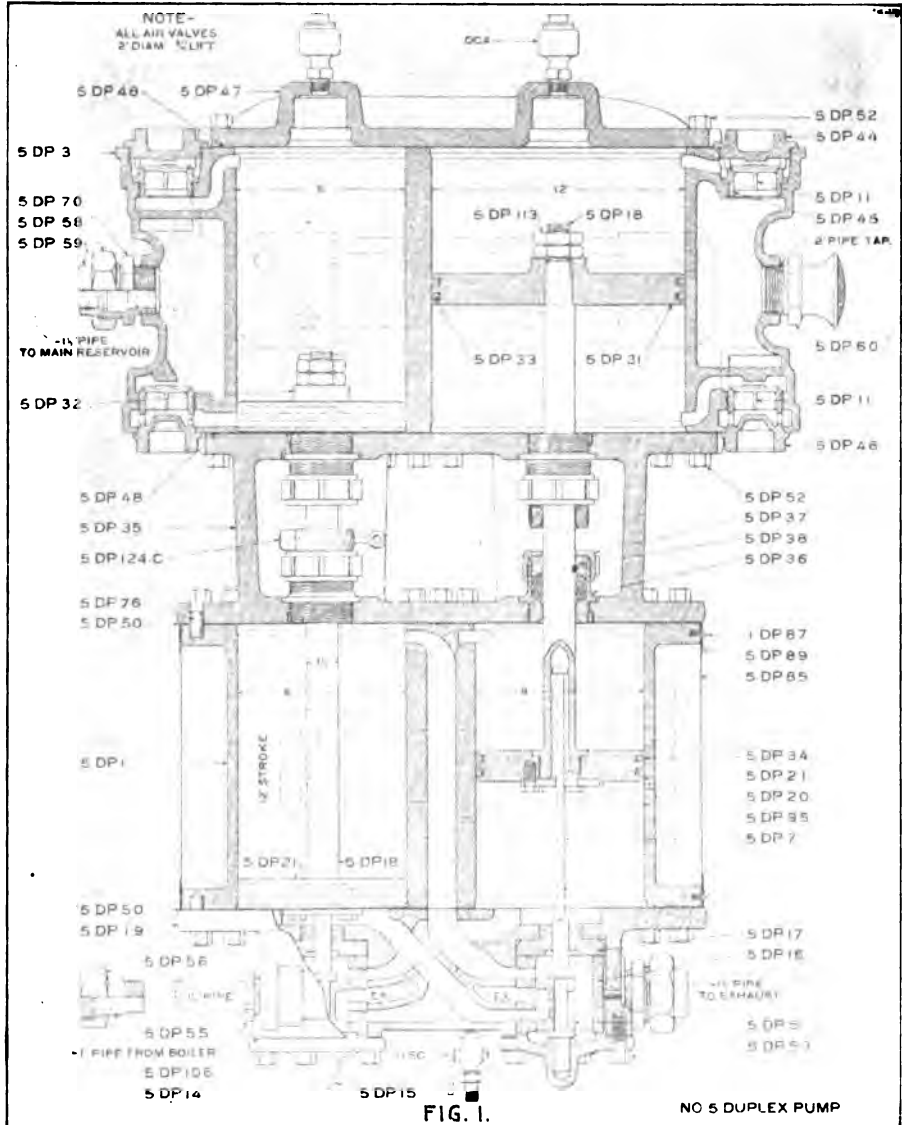


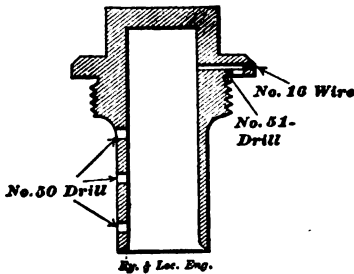
FIG. 1.

the older form of pump, to permit of air reaching the high-pressure cylinder from the atmosphere. This is especially desirable in this pump since the stroke has been increased.

Changes have also been made for the purpose of facilitating repairs such as removing slide valves. Instead of being screwed into place, as in the number 2 pump, the caps are secured by tap bolts. The use of separate cages for each of the different air valves makes it possible to use the same size of air valve throughout the pump, thus simplifying repairs.

NEW YORK OIL CUP.

In the September number of the JOURNAL was illustrated an oil cup gotten out by the New York Air Brake Company. It was found that this oil cup would feed the oil out too quickly in service, thus giving the pump too much lubrication at the beginning of the trip and not a sufficient amount at the latter



IMPROVED OIL CUP CAP.

end. Experiments have been made to make the same amount of oil last over a greater period of time. The accompanying illustration shows a slight modification in the valve shown in the September JOURNAL. It consists in drilling the stem of the cap with three holes, as shown, which holes permit more of the air that reaches the top of the oil, as already explained, to pass back to the pump instead of so much oil being forced through when the oil has dropped considerably, and the volume of air is greater above the oil than is the case where the cup is about full. The greater volume, being capable of more expansion, would force the oil to the pump quickly and in larger quantities. The escape holes drilled in the cups

at present, it is claimed, tend to make a cup of oil last over a greater period of time.

QUESTIONS AND ANSWERS.

C. V. D.—Q.—I had a train the other day that went into emergency almost every time I made a service application of the brake.

My idea was that there was a triple valve that had a weak graduating spring that caused it, but in talking with one of the boys he seemed to think that the trouble was a broken graduating pin. Would like to hear what you think of it.

A.—Either of these things would cause the action you describe, but in all probability neither was the actual cause. The thing that is almost always responsible for this occurrence is a dirty condition of the triple valve. While a broken graduating pin or a weak spring could cause the trouble the latter could only do this on a very short train, and the latter is a condition that is practically never found now, although it was occasionally found years ago when some of the first triple valves were in service, in which the graduating valve did not have a bearing on the shoulder of the piston as at present. I have not encountered a case of a broken pin in ten years, and it is safe to say that this trouble is a thing of the past. With this condition existing it is a question if the trouble would be experienced on a long train since the tendency would be for the triple valve to move the slide valve to a position such that the air would pass down by the removed portion of the slide valve, past the emergency piston which is a loose fit, and on into the brake cylinder. In connection with this explanation it should be remembered that the reduction of pressure on a long train is very slow in a service application and the port through the triple in any case is only open sufficiently to permit of the pressure in the auxiliary reservoir reducing as fast as is that in the train pipe.

With a weak graduating spring no bad effects would be felt unless the train were very short, that is, so short that the air was being taken from the train pipe faster than the auxiliary reservoir pres-

sure could escape to the brake cylinder.

In about 99 cases out of 100 the dirty condition of the triple valve is responsible for undesired quick action,

B. K.—Q.—On the road where I work I know that the brake cylinders and triple valves are cleaned at least once a year and yet we seem to have quite a good many brakes that will apply all right but they will creep off. They don't release through the triple, but just sneak off, as the boys say. Shouldn't the packing leathers go a year all right if properly cleaned and oiled?

A.—The leathers should go a year all right under ordinary conditions if the work is done properly and if grease is used for lubricating instead of oil. The oil works to the bottom of the cylinder and lubricates the bottom of the leather all right, but the top gets dry causing it to leak. Some roads also have the practice of cleaning brake cylinders and putting them together without testing them. In this case the leathers may or may not be all right and the trouble may be in the joint between the auxiliary reservoir and brake cylinder. The nuts on the bolts holding the two together should be drawn up each time the cylinder is cleaned. This is a point which is greatly neglected and one which is very important in the maintenance of brakes. It is also very essential to tighten the nuts on the bolts which fasten the cylinder to the sills of the car, since when these bolts and nuts become loose, the train pipe connection to the triple valve is strained every time the brake is applied, thus tending to greatly increase the amount of train-pipe leakage.

R. G. K.—Q.—I am hauling passenger trains on the road where I work and have no trouble with the trains I haul one way, but have to use great care in order to not break in two on the trains I haul the other way. The trouble I have is in causing bad jerks when I make a release at slow speeds. I have a large main reservoir on the engine and should think that I ought to get a proper release at all times, but have broken in two once or twice when making a release. In order not to handle the train roughly I have to come to a stop before releasing if I get down

below ten miles an hour. The train I haul one way has eight cars, but the one I have coming back is about the same train except that I have on the rear of it three or four sleepers. Can you tell me any way I could handle the brake so I would not have to stop, for I don't like to lose the time I have to in order to make the stop.

A.—From the description of your difficulty it would seem that the trouble you experience is due to the fact that the sleepers you have in your train one way are equipped with retaining valves; this means that the exhaust opening is somewhat restricted and that the rear brakes are retarded in their release by the restriction of the exhaust port. This causes the slack to be pulled out, and when the rear brakes do finally release, the slack runs in hard due to the recoil of the draft springs. There is no way to avoid the resultant jerk unless your engine is equipped with the straight air or unless all cars are equipped with retaining valves. You might be able to do away with the jerk by pulling your reverse lever over part way after your driver brake was about released. This latter is merely offered as a suggestion for trial and as a possible and partial remedy.

Sometimes the jerk of which you speak is caused by the engineer using steam too quickly after making a release, but it would seem that the other cause is the more likely in this case.

S. C. W.—Q.—How could an engineer tell if a discharge valve were stuck in the air cylinder of the pump? I know that a pump is likely to work lame if one of the valves is stuck, but I want to know if there is any other way to tell without taking the valve out?

A.—This may be told in the following manner: If the pump is making a slow up stroke open the oil cup; if it then works all right it shows that the air that is being compressed is not getting an opportunity to escape properly except when the oil cup is open. If the pump is making a slow down stroke remove the plug in the middle of the lower head and the operation of the pump will be as ex-

plained in connection with the top valve.

S. K. M.—Q.—Can you tell any good reason why it is that we don't seem to slide as many wheels as we used to? There are more slid because there are so many more air cars now; but the flat spots, when there are any, don't seem to be so bad, nor so many in proportion.

A.—One particular reason consists in the fact that in the old days a train would be controlled by but a few cars for making slow-ups and making stops where it was not necessary to use the hand brakes. As a result it was necessary for the few brakes that were coupled up to do a much greater amount of work. For instance, if the train were entirely equipped with air, as it is in many cases at present, a light reduction would stop the train in a comparatively short distance, so that even if a pair of wheels should be slid; no damage would result on account of the short distance in which the sliding occurred. With the same length of train, but with only a few cars of air coupled up, it would be necessary to make a much heavier reduction of train-pipe pressure to bring the train to rest and the brakes had to operate during a much longer time and over a much greater distance. In this latter case, if a wheel should slide there would manifestly be a much greater chance for flat spots, and bad ones, to result.

The more general use of air brakes is one of the strong arguments for an increase of braking power on freight cars since, with a full train of air, stops are made more quickly and with a brake cylinder pressure that averages so much less that the chance for sliding is less and the chance for doing damage, even if the wheels do slide, is small owing to the fact that the wheels slide but a comparatively short distance. It is a common practice to use a train-pipe pressure of 90 pounds on loaded trains, and in fast freight service, and this is practically the same as using a braking power of 90 per cent based on a train-pipe pressure of 70 pounds. Stuck triple valves due to poor maintenance are responsible for most of the flat wheels nowadays.

W. M.—Q.—I would like to have the

JOURNAL explain why it is that the drivers will sometimes slide more easily on one set of drivers than they will on another when the engines are the same weight and class and have the same braking power. I have not been able to figure this out and yet I run two different engines that are the same, and experience trouble with the one and not with the other.

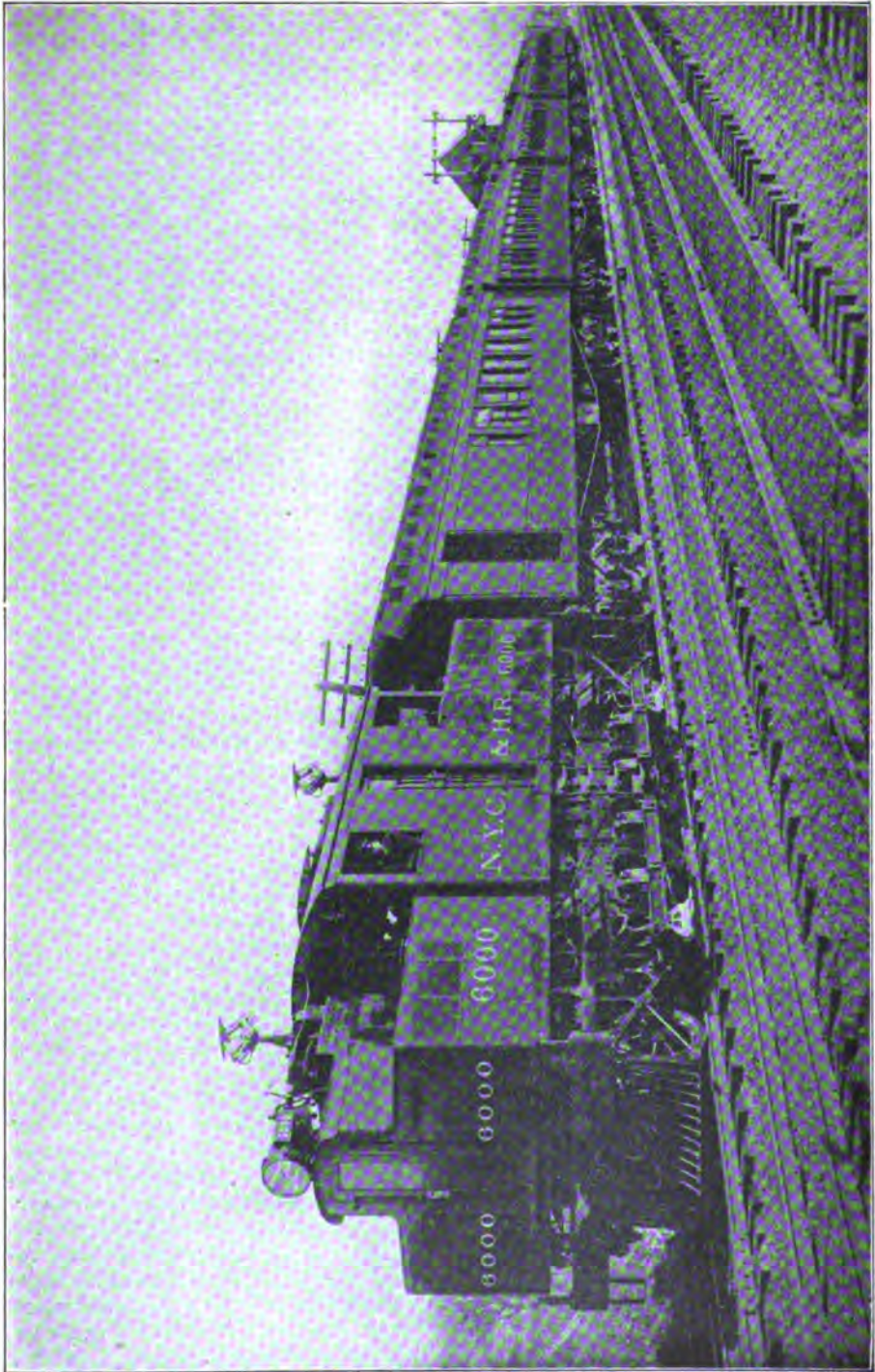
A.—This condition is occasionally found to exist, and it is a hard problem to always determine just what is responsible for the action; if the piston travel is the same in either case the engines are of the same weight, both gauges are correct and the engines are run on the same train, that is, the same time of day.

An engine on a night or early morning run may slide its drivers more, due to the different rail conditions. The gauge on one engine might be out of adjustment. The tire might be the harder in the one case. If the valves were set differently on the two engines there might be a greater back pressure in the one case; the back pressure would also act to retard the revolutions of the drivers, and while the braking power might be the usual 75 per cent it could, with any back pressure, have the effect of actually being greater than this. The kind of brake shoe also has a bearing on this matter, and in some cases the flange of the brake shoe is found to be of a wedging nature until such time as the wheel has had an opportunity to grind the shoe to a condition such that the fit will be as it should be.

NEW YORK CENTRAL ELECTRIC LOCOMOTIVE.

But a short year ago the world was shocked at the terrible accident in the New York Central Tunnel coming out of New York.

Immediate steps were taken to alleviate the danger which threatened the lives of the thousands of people who were carried through the tunnel daily, the outcome being the immediate and serious consideration of the electrification of the road at certain points. The results of their research has already born fruit in the shape of a powerful electric locomotive, which type will be used to handle the traffic between New York and Croton, a distance



of 84 miles, and a distance of 24 miles on the Harlem River Division as far as White Plains. These sections of the road are now being equipped electrically, and from thirty to fifty of the electric locomotives will be ordered to take care of the through train service on this part of the road.

One of these locomotives will make schedule time with a 450-ton train, and when the train exceeds this tonnage two engines will be coupled together and operated by the multiple control system, which permits both engines to be operated from either. It is expected that this method of operating the trains will make a marked saving in the operating expenses, as well as build up the suburban service.

The following are the general dimensions of this locomotive:

Number of driving wheels.....	8
Number of truck wheels.....	2
Total weight.....	95 tons
Weight on drivers.....	69 tons
Length over buffer platforms.....	37 feet
Diameter of drivers.....	44 inches
Normal rated horse power.....	2,200
Maximum horse power.....	3,000
Normal draw-bar pull.....	20,400 lbs.
Maximum starting draw-bar pull.....	32,000 lbs.
Speed with 500-ton train.....	50 m. p. h.

Only four miles of track was available for testing the engine, but with an eight-car train a maximum speed of 63 miles an hour was obtained, while 72 miles an hour was attained with a four-car train. These speeds could have been exceeded had there been greater track space.

LOCOMOTIVE TESTS AT THE ST. LOUIS EXPOSITION.

Those who have attended the St. Louis Exposition and have seen the elaborate locomotive testing rack erected by the Pennsylvania Railroad, will recollect with pleasure the grandeur of the scene displayed when the locomotive under test was running at a high rate of speed. Owing to the heating of the journals, etc., they were unable to get any test of engines running at high speeds for any considerable length of time, but this has been accomplished during the month just past, and the particular day chanced to be Thanksgiving. The locomotive was a four-cylinder Cole Balanced Compound,

and this was the first engine that they were able to run upwards of 260 revolutions per minute continuously. The first test was at 57 miles per hour for two hours; the second was at 66 miles per hour for an hour and a half, and the third was at 75 miles per hour for a full hour, this last trial being at a speed of 82) revolutions per minute. The load which corresponded to the work the engine was doing corresponded to a train of five Pullman cars.

A test at high speed was looked upon as one of the impossibilities, judging by the results of the first efforts, and it was certainly gratifying to those in charge of the test, as well as the onlookers, to have the feat accomplished.

FACTORS AFFECTING THE VISION OF ENGINEERS AND FIREMEN.

The following is an abstract of an article which appeared in the *Railroad Gazette* of November 25, which article was an abstract of a paper presented to the Western Railway Club by Dr. Wilson M. Black.

The opinions expressed by Dr. Black are based upon tests and observations made while riding 5,000 miles by day and by night and in all kinds of weather on different roads.

He concludes from his investigations that the best known standard of binocular vision and color perception is none too good, and it must be quick vision. Owing to the fact that there are so many things which make it difficult to see, such as escaping steam, steam and soot which strike the cab windows, ice formed by steam and sleet on the windows, dust caused by passing trains, rain, wind, the glare of the fire when the firebox door is open, etc., that the best of vision is none too good.

He notes that very good results are obtained by using a shield over the firebox door to protect the eyes of the engineer from the glare of the fire, and draws attention to the fact that it is impossible for the fireman to see signals properly immediately after having worked at his fire.

Attention is drawn to the fact that it is very severe on a fireman's eyes to pass a

rigid test after having fired for five or six years, during some of which time it is necessary for him to shovel from three to ten tons of coal into a firebox in from two to five hours. He is of the opinion that it must be a good pair of eyes that will stand the usual test without first permitting them a period of rest for recuperation.

With the electric headlight, which contains so many desirable features, the divergent rays throw an immense disk of reflecting and refracting particles directly before the engineer, thus making it extremely hard to see signals. He suggests the advisability of building these lights on the principle of searchlights, so that parallel rays would be thrown, and be deflected to strike the track about one hundred yards ahead of the locomotive. This suggestion was carried out practically on the Burlington with decidedly good results. It was done by using an extension to cut off the divergent rays and a diaphragm to reduce the ray to a nine-inch diameter.

It was noted that with an electric headlight it was very difficult to judge distances as when noting the approach of an engine equipped with an electric headlight.

Experiments were made by using different colored lenses, and it was found, with one exception, that amber-colored lenses gave perfect results. With them all parts of the cab and firebox could be seen distinctly, as could all signals except the green, which could not be seen quite so great a distance. By using the amber lenses signals could be seen distinctly immediately after removing the eyes from the bright fire.

Left-handed firemen have trouble in passing the test with the right eye; right-handed firemen have the same trouble with the left eye. The reason for this is that the eye in question is exposed most to the changing rays and the heat.

Ninety per cent of the men questioned use some form of eye protection from the snow, mist, rain, sleet and wind.

A small objection to the use of lenses is that when looking into the cab after they have been exposed to the cold they are

clouded and the vision is impaired for a few moments. This is offset by the fact that the naked eye when moved from a warm place to the cold first has to accustom itself to the changed conditions and cannot distinguish objects clearly for a few moments. Dr. Black found that a large lens afforded a better protection against the elements, as well as smoke, cinders, flying coal, dust, etc.

While there is a great difference in signal lights, due to the poorer care given the same, experiments showed a difference of 77 per cent in the amount of original illumination transmitted by the poorest and the best roundels.

He believes that "if the vision of men examined for promotion after five years' service and those re-examined in service falls below the required standard, and such vision could be remedied by the use of glasses, they may safely be promoted and allowed to remain in service. Glasses must be worn if they are necessary to obtain adequate vision. Protection to the eyes, more especially if needed to correct any refractive error, is of great benefit.

"Glasses are not a hindrance to engineers, and their use should be allowed when required to protect the eyes or to bring the eyes up to the required standard, but no person should be accepted into service requiring them or who will accept a plus $1\frac{1}{2}$ or 2 D."

Electricity—Primary Batteries and Their Uses.

BY ELWOOD A. GRISSINGER, E. E.

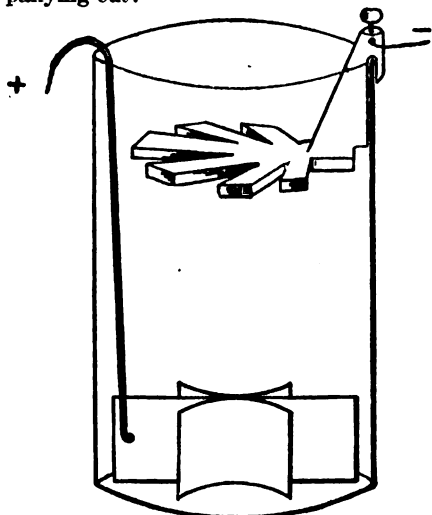
Following the line of thought in the preceding paper, the next method of producing electrical energy is that of the voltaic cell or primary battery. At this point, too, the practical field is reached, for this simple element is used in signaling apparatus, telegraph, telephone, electric bell and other miscellaneous work where small currents at a low voltage are employed. Such batteries can be used for heavier work, but the cost of maintenance is far beyond that of any other method.

Primary batteries are divided into two distinct classes, those for open circuit

work and those for closed circuit work. There is yet another division known as the wet and dry battery. The wet battery is one in which the solid elements or plates are joined together through the medium of a liquid which is always an acidulated solution. The dry battery contains no liquid, but has the space usually occupied by such taken up with a pasty material. Batteries for open circuit work are those employed for the operation of electric bells, telephones, and such other work as requires only an intermittent use of current. Closed circuit batteries are employed upon telegraph lines and the like where the work is almost or is likely to be continuous over a long period of time. Dry batteries are only suitable for open circuit work.

The common forms of voltaic cells are known as the Daniell, Gravity, Fuller, Le Clanche and Edison La Lande. For testing purposes and a sort of unit cell, chloride of silver cells are used. The above are all wet batteries. Among the dry batteries are those known as the Gassner, Mesco, etc.

The battery best known to all of us is the Calland cell or so-called gravity battery; and by still another name, "the crowfoot," because of the peculiar shape of the zinc. By referring to the accompanying cut:

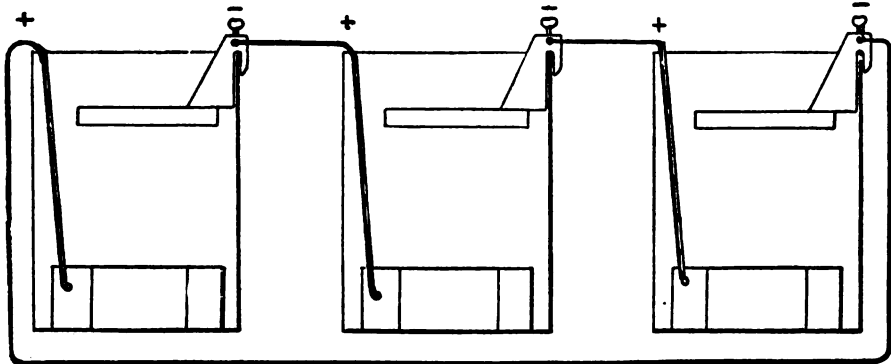


GRAVITY BATTERY.

It will be seen that the solid parts of this cell consist of a glass jar, copper and zinc element. The positive pole is made of thin sheet copper. A pure rubber or gutta percha covered wire leads from the positive pole through the solution, where connection can be made to the outside circuit. The zinc, as will be noticed, is so cast that it will support itself from the edge of the jar. Into this zinc is inserted a small brass thumb-screw by means of which the connection from the other side of the circuit can be made. To put a gravity cell in service, place the copper element in the jar, bringing the end of the rubber-covered wire outside. Spread the leaves of the copper and distribute about two and one-half to three pounds of copper sulphate or "bluestone" crystals in the bottom of the jar. Hang the zinc upon the side of the jar and fill the vessel with clear water until the zinc is covered to the depth of half an inch or more. Make connections to the copper and zinc terminals and the cell will very soon produce its normal voltage. Attaching a copper wire to zinc and copper, in other words, "short-circuiting" the cell for a short time, will hasten the process of bringing the battery into full working order. Likewise, the insertion of a little blue vitriol from another cell already in working order will produce a still better effect. The solution should soon acquire a rich blue color up to within a short distance of the zinc. As long as the blue color is present the cell is in good shape, but if this color changes to brown it is an evidence that the battery has deteriorated and needs attention. If a muddy deposit shows on the zinc or drops to the bottom of the jar, it is evidence that the cell is not used enough. The zinc should be kept covered with water.

Electricity is produced by this type of cell at the expense of the zinc. The latter is technically known to be electro-positive to copper; that is, electricity will flow from it to copper. In general, the action which is supposed to take place in such a cell is, the oxygen attacks the zinc, forming zinc oxide, which latter displaces the hydrogen of the sulphuric acid, mak-

ing sulphate of zinc. The hydrogen which has been released attacks a molecule of the bluestone, displacing the copper of same, which is likely to adhere to the copper or positive pole of the cell, the hydrogen then combining with the sulphur and oxygen of the copper sulphate or bluestone and forming sulphuric acid. This last unites with a fresh portion of zinc oxide, and so on. The zinc is gradually dissolved and copper deposited in the bottom of the cell. The more such a cell is used the easier it is to keep it in condition. Cells which are used but locally may require renovation in three or four weeks' time, while those in operation continuously on heavy-worked telegraphic circuits have been known to last as long as seven or eight months.



THREE GRAVITY CELLS IN SERIES.

To prevent creeping of the salts, when a battery is first set up, the inner and outer surfaces at the top should be given a coat of paraffine. If this is not done, salts of zinc will creep along the outside of the jar to the bottom and perhaps cause a leakage of current from one cell to another, thereby diminishing the strength of the battery.

The difference of potential of a gravity cell is approximately 1.07 volt. Every cell should give such a voltage. Connecting a number of such cells in series will give an E. M. F. of 1.07 times the number of cells so connected, and in which condition the number of amperes they will furnish will be the amperes of one cell or .5 of an ampere. If the same number of cells are connected in parallel

or multiple, the voltage across the terminals will be the voltage of one cell, while the amperes will be the sum of the amperes of all the cells so connected. The internal resistance of each gravity cell is approximately 2 ohms. By internal resistance is meant the resistance from positive to negative terminals through the liquid and plates. Series and parallel methods of connecting cells are shown in the cuts.

The Daniell cell has the same chemical action noted in the gravity battery. Its E. M. F. is the same and elements the same, except that the zinc element is placed within a porous cup containing dilute sulphuric acid, the whole being immersed in the copper sulphate solution.

The Fuller cell is often used where a strong current is wanted. It is in general

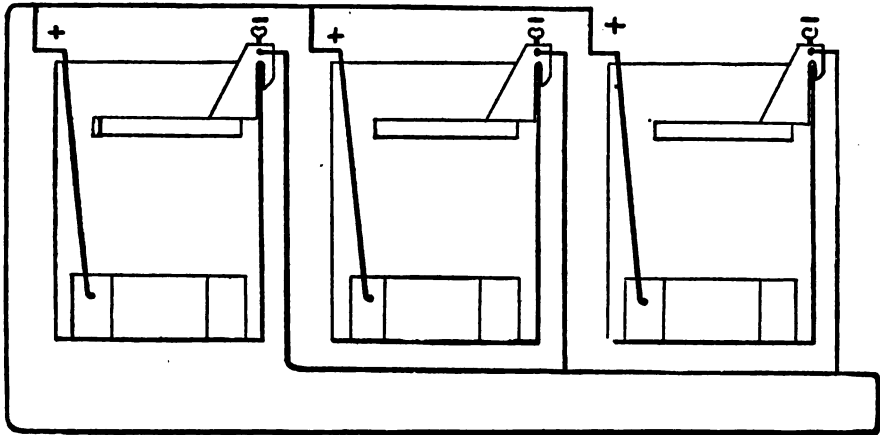
use in Great Britain for telegraphic work, and has found a large field in this country in connection with local and long-distance telephone work. It differs very materially from the gravity cell. The plates used are zinc and carbon. The zinc plate is cone-shaped and about the size of an ordinary plumb-bob, and is placed within a porous cup containing a dilute solution of sulphuric acid. A carbon rod is placed aside of the porous cup and the outfit placed within the customary battery jar, which latter contains a solution composed of three parts bichromate of potash, one part sulphuric acid and nine parts water. This solution is to be kept from flowing over into the porous cup. The common name for this solution is *electro-potion*. In the bottom of the porous cup,

oftentimes, about two ounces of mercury are placed for the purpose of amalgamating the zinc. Amalgamation is not always sought. When it is, however, the reason for it is that commercial zinc contains metallic impurities, which have such an electrical relation to the zinc as to cause a current to be set up within itself and in opposition to the main current, thereby reducing the efficiency of the cell. Coating the zinc with mercury tends to make the surface of the same uniform and gives a better cell.

The zincs of gravity cells are often amalgamated with mercury for the same purpose. The E. M. F. of a Fuller cell is

zinc and potash. Hydrogen liberated from the water combines with the copper oxide, forming water, and pure metallic copper drops to the bottom of the cell. If a layer of battery oil is placed over the liquid, evaporation and creeping of salts is prevented. The E. M. F. of this cell varies from .98 to .75, its internal resistance being very low, only about .025 ohm. Such a cell will furnish a current of 30 amp. on short circuit.

In all "open circuit" batteries polarization is likely to progress very rapidly. This causes a rapid fall in the strength of the current which the cell can produce. Polarization is practically a counter-electro-



THREE GRAVITY BATTERIES CONNECTED IN PARALLEL OR MULTIPLE.

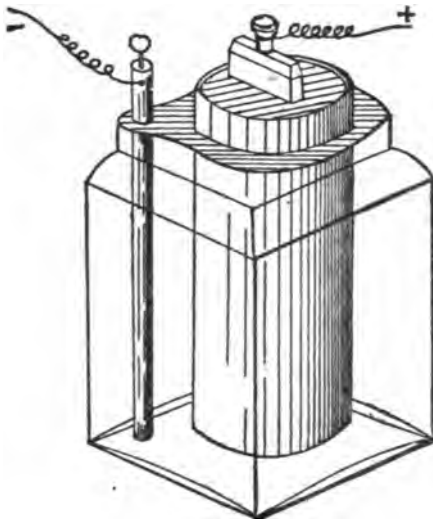
2.02 and the internal resistance one-half an ohm.

The Edison La Lande battery possesses features peculiarly its own, and enjoys a very wide use for telegraphic work. The plates used in this cell are zinc and copper oxide. Potassium oxide or caustic potash dissolved in water is the solution used. Both plates are suspended from a cover, which fits the cell closely. As in the gravity battery, the hydrogen gas is made good use of and polarization of the cells prevented. It is, therefore, suited for continuous and heavy service. The action of the cell is as follows: The water of the solution is decomposed, its oxygen combining with the zinc and forming zinc oxide. The latter combines with the potash and forms a soluble double salt of

tro-motive force set up in the cell; that is, a voltage in opposition to the useful E. M. F. Polarization is caused primarily by the gases which, liberated by chemical action, adhere to the negative plate. Hydrogen, for example, is as much electro-positive to copper as is zinc. Therefore, if hydrogen is formed in a cell containing a copper or other plate to which it is electro-positive, it will, unless other disposition is made of it, adhere to that plate, and there will be an E. M. F. set up between it and the plate, and in opposition to the main E. M. F. The result is, the strength of the battery is decreased by just that much. The Gravity or Daniell cell shows another use for the hydrogen gas which may be formed, in that it combines with the sulphur and oxygen

of the bluestone to form sulphuric acid, there being none of the gas left to produce polarization to any appreciable extent. For this reason the cells just mentioned are capable of working continuously. In other forms of batteries where the hydrogen cannot be so disposed of, depolarization agents are introduced which take up the hydrogen that might be formed and restores the cell to normal condition shortly after the same has gone out of use temporarily.

In telephone work and signaling, a very familiar type of battery is known as the Le Clanche cell, of which there have been produced a great many varieties. In this form of cell shown herewith, a depolariz-



LE CLANCHE TYPE OF CELL.

ing agent has been introduced, thereby largely minimizing polarization. The agent used is peroxide of manganese. As in the Fuller cell, the plates of this are zinc and carbon; but differently disposed and formed and immersed in a different solution. The zinc element is in the form of a rod about a half inch in diameter, immersed in a solution of sal-ammoniac. The carbon is in very coarse grains and mixed with the manganese peroxide, all placed within a porous cup, which is sealed over, with the exception of one or two small apertures. The porous cup is then placed in the jar con-

taining the sal-ammoniac and zinc rod. The inside and outside of the jar, near the top, should be coated with paraffine to prevent creeping of the salts. Only enough sal-ammoniac should be used to give a saturated solution, otherwise crystallization is likely to occur, and the crystals adhering to zinc and carbon impair the cell. The E. M. F. of such a cell is about 1.47 and internal resistance one ohm. The voltage will drop rapidly if the cell is short-circuited.

As regards dry batteries, there are many different forms on the market. On account of their freedom from climbing of salts, accidental spilling, etc., they have become very popular for all kinds of service. These batteries will last from six months to two years, depending upon the service. A well-known form of dry battery consists of a zinc cell about eight inches long and three inches in diameter. This cup forms one plate and has a binding post attached to it. Into this cup is placed, without touching, a cylinder composed of manganese and carbon, forming the other plate of the cell. The space between carbon and zinc is filled with a compound composed of three parts of plaster, one part chloride of zinc, two parts water, one part sal-ammoniac and one part zinc oxide, all by weight. The E. M. F. of the cell is about 1.4, with an internal resistance of one ohm. It will give a practically constant current during its life.

The batteries treated of in this paper embrace those in use in this country, and with which every reader is likely to come in contact.

The Middle Order System.

ST. THOMAS, ONT.

EDITOR JOURNAL: You ask through the columns of your valuable JOURNAL the opinion of enginemen regarding their approval of the "Middle Order," used by certain systems, as a preventive of accidents.

In submitting my humble opinion to your readers I am actuated by no other incentive than to see instituted on all roads a system whereby the deplorable loss of life resulting from mistakes made

in the transmission and execution of train orders, will be reduced to a minimum.

It is as you state a question requiring the serious thought of every railroader. Unfortunately the public are too ready to believe, and the press to permit to appear in type, statements derogatory to the high standard of intelligence and efficiency of the members of our noble organization. On behalf of those noble fellows, who are often rendered unfit for service through overwork or who are so loaded down with responsibilities as to make mistakes not only possible but probable, I make this reply. Engineers are fallible and therefore as liable to mistakes as other people in the world; but while the mistakes of others are excusable or can be covered up, those made by engineers are frequently accompanied by loss of life and destruction of rolling stock.

It is evident that the time is at hand when steps must be taken to ferret out the causes of accidents and apply a remedy. The report of the Interstate Commerce Commission on Train Accidents is a dreadful one, and it is time that such reckless loss of life should be checked. While there may be a small percentage of accidents directly traceable to the conduct or criminal negligence of the man at the throttle, still by far the greater number can be attributed to no other cause than a faulty system of train dispatching.

To overcome this trouble it appears to the writer that the system of dispatching should be simplified to a greater extent than it is on certain roads at the present time. Too many train orders to look after and keep in mind is one of the great evils of modern railroading. On certain roads it is not an uncommon sight to see the conductor headed for the engineer with—well, about an arm full of train orders, which must be kept in mind at all times. This ought not to be. One running order should suffice to fill the bill. In this way an engineer's duty is continually before him and he has, therefore, his orders well in hand. But give him five or six to look after and in addition a poor steaming engine, green fireman and bad rail, and the chances are that if he is not exceptionally watchful something will occur. Increase the number of orders and you increase the danger to life and property. Reduce the number of train orders and you reduce the chances for accidents through neglect, or I should say oversight, as every engineer is certainly anxious for his own welfare to do his duty.

In your letter you ask the opinion of engineers regarding the "Middle Order." The Middle Order cannot be used by Standard Code roads without materially

increasing the number of orders to be delivered by the operator and executed by the engineers.

On the road on which the writer is employed we are using what might be called the "Middle Order," with results that at once appeal to observers and creditable alike to the company and its employees.

The system of which I speak has been in use for the past twenty years and we have the distinctive record of not having killed a single passenger, nor has there been a passenger injured in a head-on collision in all that time because of the fact that no such collision has occurred.

This system is known as the "Single Order," because there is but a single order in effect at a time. Before a "meet" is made the operator at the meeting point must be given an order to hold each train for the other; therefore, a non-telegraph station cannot be made a meeting point. If the operator at any station cannot be raised a meet cannot be made at that station. There must be but a single holding order at any station and it must include all the trains to be held. The holding order is always given whether the meet is at the schedule meeting point or not.

Before a holding order is repeated to the dispatcher, the operator must set the train order signal to show red and there is a device attached to every train order signal which automatically tells the dispatcher when the signal is turned against us. After the train order signal is displayed both trains are given their moving orders. At certain stations named in the rules trains must receive a moving order and this single moving order will carry them to the next order station. Passenger trains go over the division time and time again and the only moving orders they hold are the words "No orders." The engineers approaching a meeting station are reminded of their orders by seeing the train order signal displayed, and as a result the system is one that gives the utmost satisfaction. I will send our JOURNAL a copy of our rules and regulations for the information of our Brothers if desired. I wish all the Brothers could have the same thorough system introduced on the roads on which they are employed as we have on the Michigan Central railroad. If such were the case I am satisfied that the number of accidents would be reduced to a decimal.

Trusting that other members will deem it their duty to express their opinions, I will not at the present time ask for more space in your valuable JOURNAL. Thanking you sincerely, I remain,

M. J. McANDREW, Div. 132.

Train Orders.

JERMYN, PA., Dec. 10, 1904.

EDITOR JOURNAL: In reply to Bro. J. V. Blasdel, of Div. 504, will say he would wait at Teton until Extra 517 arrives, or he has further orders. Clearance does not affect his order.

I would like to have the Brothers reply to this order: A is southern terminal, B and C are stations between, and D is northern terminal. Southbound trains have right of track. Leaving A on regular train 32 I got following order:

Train 32 will take siding and meet first 31 at C and second 31 at B. What shall I do at B, take siding or hold main track?
C. L. HOYT, Div. 468.

HOISINGTON, KAN., Nov. 24, 1904.

EDITOR JOURNAL: In answer to Brother Lindsey's question on train orders, Standard Rules, page 862, November JOURNAL. If I were on Engine 352 I would hold main line at Batavia, as the words, "instead of" have superseded all of the first order; eastbound trains having right over trains of same class in opposite directions. If I were on engine 354 I would head in at Batavia, as if I had a straight meet order. As my answer to Brother Lindsey did not get there in time for the December JOURNAL, I am glad to see that Brother Blasdel has stopped him, but some one had better flag Brother Preston. If that passing track at Batavia is on a curve there will be a head-end.

In answer to Brother Blasdel, a clearance is all I want.

N. A. ANDERSON, Div. 433.

SOMERSET, KY., Nov. 30, 1904.

EDITOR JOURNAL: As the eastbound trains have the right over westbound of the same class, unless otherwise directed, Extra 352 would hold main line at Batavia.
J. I. GATCHINGS, Div. 363.

MINGO JUNCTION, O., Dec. 17, 1904.

EDITOR JOURNAL: I have a question I should like to ask through the JOURNAL. A, B, C and D are four stations. B is a junction where trains may be run in two different directions. In order to facilitate the movement of trains a register is provided, and D is a terminal. I get an order at A like this:

Engine 898 will run Extra A to D and will meet Extra 102 and Extra 199 at A and Extra 114 at C. On arrival at B find first-class Train No. 12 has registered arrival, but has not departed from B; and I get this order:

Work Extra 41 will work between C and B until 3:30 P. M. with right over Extra 898. Work Extra 41 arrives at

B at 2:55 P. M., registers and engine leaves as No. 12.

Is the register sufficient to let me out of B before 3:30 P. M. or is an order necessary?
GEO. W. LANCE.

At What Distance Can a Train Be Stopped?

ELIZABETH CITY, N. C., Dec. 1, 1904.

EDITOR JOURNAL: I wish to ask some of the better posted Brothers: About what distance a freight train of 30 cars, loads and empties, could be stopped on a 10-foot descent per mile with a speed of 30 miles per hour, with 11 cars cut in, but from some unknown cause only three cars worked at time of accident? After the accident the cars were tested and it was found that 8 out of the 11 worked O. K.; 2 of the other 3 were piped cars and 1 cut out. The engine was a 55-ton engine, with an exceptionally good brake.

Also, is it right to exhaust the train line after 20 pounds service reduction has been made, or would you go to emergency position; and if having to leave engine, is it practicable to reverse engine after using every means to stop, where life and property are at stake? Fraternally yours,

C. D. MORRIS, Div. 456.

PITTSBURG, PA., Dec. 12, 1904.

EDITOR JOURNAL: Replying to the above letter would state that I am unable to give you any information as to the distance required to stop the train as outlined in Mr. Morse's letter.

In regard to the amount of train-pipe reduction permissible, would state that where it is desired to stop as quickly as possible with a service application, that a 25-pound reduction of train-pipe pressure be made. This amount is also permissible if a 20-pound reduction has been made and the train has run some distance so as to give time for the brake cylinder pressure to leak away. This extra 5-pound reduction will usually equalize the reservoir and cylinder pressures on any cars having long piston travel.

The emergency application is always to be used where there is danger of striking an obstacle, a switch should be open, or any conditions similar to this. It is not considered good practice to reverse an engine after applying the brakes, since this practice will slide the drivers, thus flattening them, while at the same time the retarding power is greatly reduced. Tests to proving this latter point were made some years ago on the N. C. & St. L. These tests showed conclusively that a brake in good condition would stop an engine much quicker than the application of the brake combined with reversing the engine.
ROBERT H. BLACKALL.

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JANUARY, 1905.

Greeting the New Year.

To our fifty-two thousand five hundred readers the JOURNAL extends hearty greetings, wishing one and all a most Happy New Year and, all the year, 1905.

Thanksgiving for all the bountiful blessings that came to most of our readers during 1904, and Christmas with its tokens of love, ought to glorify the old year and put all in a mood to give a most hearty welcome to the new. And if each one is inspired with faith, hope, charity and loyalty; with these essentials of the Golden Rule forming the basis of our pledge "to do those things which we ought to do," we may consistently look into the future with pleasant anticipations, and if we practice these principles, little assurance is needed that 1905 will be all that we could wish, in material benefits, in multiplied fellowship and broadened sympathies, essentials of peace and happiness.

There has been a steady influx of new members during the year 1904; some have dropped out because of some failure in not living up to their obligation, but the increase has been exceedingly gratifying.

We regret that there should be any backsliders, and regret that every man who runs a locomotive does not see that his best interest would be conserved by a membership in that institution, which, in fact, fixes and maintains the bettered conditions under which he works. While the B. of L. E. does not desire men to

come in against their will, we think they ought to feel a desire to be a part of our Brotherhood, which by virtue of more than forty years of loyal effort, and many sacrifices made for principle's sake, have resulted in establishing civil service rules, right to be heard in self-defense, large advance in rate of pay, overtime to be paid at fixed rates, hours of rest when needed, and an insurance department for the benefit of the families, the whole work of the Order tending to bettered conditions and higher moral ideals. Every engineer ought to desire to join and, to contribute his share to its maintenance, share in its deliberations, and the social up-building of the class it represents.

Among the good resolutions for 1905 should be, *pay all dues in advance*. Not to ask the F. A. E. and insurance collector to do something you would not do for another yourself, run after, once, twice, thrice, and then pay out of his pocket to keep harm from coming to you or your family. Every member ought to be ashamed to do this, yet there are many that do, and just to test how much better you will feel yourselves if you are punctual in all your obligations, resolve to pay your Grand Dues in advance so the officers of your Division can comply with the law and put your Division right in April, for the current year. Surprise the F. A. E. and, above all, the Brother who has to run after you every month for your insurance and see how much better you will feel yourself.

To resolve to be punctual in all things and live up to it, will cure nearly all defects in our business relations, and add greatly to our own and our associates' pleasure. If each member does his duty to the best of his ability, honestly striving for the best interests of all, he will conserve his own interest best, and we shall have a glorious year 1905.

National Civic Federation.

The National Civic Federation has expanded equal to the fondest hopes of its principal promoter, the late Senator M. A. Hanna, and the scope of good it has accomplished has exceeded the most sanguine expectations of all interested in it; and now is reaching out by adding a new department of Industrial Economics, composed of prominent educators, heads of departments of political economy in universities, representatives of the pulpit, editors of the daily press, politico-social magazines, trade and technical papers whose readers include all the great employing interests, among whom are those most antagonistic to organized labor, and more than twenty ed-

itors of papers and magazines which are read by millions of wage earners.

We believe the organization of the new department will be specially beneficial to the latter class, for it gives opportunity to present the attitude of labor organizations, causes that make them necessary and the good they are doing, not only for those who are members, but that the bettered conditions they bring are not only not injurious to the public, as Parry and many others say, but are decidedly beneficial.

About one hundred editors were invited to join, and nearly all accepted and attended a meeting of the National Civic Federation on December 15, and we believe everyone felt that in bringing together every class of interest, so they could get better acquainted, enter into the discussions of the various phases of this greatest subject now before the American public, it would be of great benefit to all concerned, correcting many erroneous opinions and modifying extreme views, and we believe these associations with their attending education influences, will eventually leave very small space in public opinion for such men as Parry and his association organized for the purpose of destroying organized labor.

The permanent organization of this department will be effected at the next meeting which will occur the latter part of January or beginning of February, when the JOURNAL will give space to the subjects which come before this body, and a synopsis of the discussion, and point out with such ability as we possess the direction of the influence exercised by it.

Books Received.

"Letters from an Old Railway Official to his Son, a Division Superintendent," by Charles De Lan Hine, which appeared serially in the *Railway Age*, proved of such extraordinary interest that they have been put in book form. The author of these letters has had the discipline of railway work, from the position of brakeman up to that of superintendent, and not only possesses a wide range of practical knowledge, but is able to analyze cause and effect, to see an employee's position with the clear conception of practical experience, and in one of his letters says what many have not yet learned. "You will have to discipline men, but that can be done without parting company from your good manners. It is always easier to lead men than to drive them."

The book will be found exceedingly interesting to railroad men in every department of service, some thought for each to retain to his own benefit in guiding his own conduct. Price \$1.50. The *Railway Age*, Publishers, Chicago, Ill

The last four volumes of "The Science of Railways,"—Supervision of Cars—Supervision of Locomotives—Telegraph and Telephone, and the Four Cylinder Compound Locomotives, complete the set of twenty volumes, by Marshall M. Kirkman, which makes a valuable collection for railroad officials, coming as they do from the pen of one with experience in each phase of railroad work. This set is sold to railroad men at \$36 per set, published by the World Railway Publishing Co., 79 Dearborn St., Chicago, Ill.

"Tom Keenan, Locomotive Engineer," Fleming H. Revell & Co., 158 Fifth Ave., New York City, price \$1.00, is a graphic portrayal of a struggle in the moral up-building of locomotive engineers, and Tom Keenan in particular, who is a member of the Brotherhood of Locomotive Engineers, and is still at work spreading the gospel of higher moral ethical life, which has done so much for railroad men in the past. The picture of the life of Brother Keenan, depicted by his biographer, Mr. Nason Jones, is extremely interesting, and would be a valuable acquisition to the library of every railroad family; it is so graphic in situations and trials that beset Tom, and of his struggles to conquer, that few will put the book away if they begin its perusal.

The Historic "General" is the title of a very interesting book descriptive of that most dramatic incident in the Civil War, the Andrews Raid, when a few Union soldiers in disguise found their way some 200 miles inside the Confederate lines, and stealing the engine, the "General," undertook to run the engine over the Western & Atlantic Railroad, and destroy the bridges, as it was one of the most important transportation lines in the Confederacy. The book comes to us through the compliments of the author, Mr. R. W. McBryde, Freight Dep't Nashville, Chattanooga & St. Louis Ry. Mr. McBryde being a South Carolinian, there is a slight bias, which is natural, but his story is decidedly interesting. Price paper cover, 25c; cloth, 50c; flexible seal, 75c.

Published by McGowan & Cooke, Co., Chattanooga, Tenn.

Twentieth Century Locomotives, by Angus Sinclair Company, 136 Liberty St., New York City. Price, \$3. The book contains 670 pages, dealing with the designing, construction, repairing and operation of modern locomotives. Quick repairs on the road is given a prominent place; definitions of terms, useful tables and large size illustrations of standard types of locomotives, with full description, all of which go to make a useful and modern compendium of the locomotive.

Illustrated Points for Men on the Head End, by W. G. Wallace, published by the World Railway Publishing Co., 79 Dearborn St., Chicago, is in the shape of a book the size of our Constitution. It covers briefly the practical technicalities of the locomotive with 35 illustrations, and tables are also supplied to figure traction power, train resistance, revolution of drivers, piston speed, seconds per mile, table of decimal equivalents, etc.

Up-to-Date New York Air Brake Catechism, by Robert H. Blackall, author of **Westinghouse Air Brake Catechism**, published by Norman W. Henley, 132 Nassau St., New York City, price \$1.25, contains 250 pages, fully illustrated, the subject presented in the question and answer form, which brings out every feature, and makes the whole subject easy of comprehension.

LINKS.

OWING to an election being held annually by the Auxiliary Divisions and their inability to get the changes in on time for the January number, the addresses will not appear until the February JOURNAL. All changes in officers of Subdivisions of the B. of L. E. and Divisions of the G. I. A. must be in this office on or before the *fifteenth* of January or changes cannot be made until the August number, when they will appear again. This process is by virtue of an act of our last Convention, and the matter is not optional with the Editor; hence, compliance with the above notice is necessary if the Division Addresses are to be correct when issued, and we hope this will be given the attention necessary to bring about the desired result. EDITOR.

WE desire to call the attention of the officers of all Subdivisions to Sections 40 and 41, page 14, Constitution, and Section 16 of the Statutes, prescribing the duties of the F. A. E. relative to forwarding his annual report to the First Grand Engineer.

Section 40 means that all Subdivisions shall have paid their Grand Dues for the year 1904 on or before December 31.

Section 41 means that on or before April 1, 1904, the Grand Dues should have been paid for all members reported on your roster December 31, 1903, for the current year 1904, and from April to December ought to be ample time to prepare to meet the requirements on December 31.

So, if any Subdivision fails to get the password for the first half of 1905, they should hardly need to have the cause explained.

BRO. E. T. McLAUGHLIN, a popular member of Div. 227, has been appointed Road Foreman of Engines on the Eastern Division of the R., W. & O. System, with headquarters at Watertown, N. Y., in place of Bro. C. D. Shaft, who has been transferred to the Western Division, with headquarters at Oswego, N. Y.

F. W. SMITH, F. A. E., Div. 227.

BRO. SILAS M. OWEN, of Div. 327, has been appointed General Night Foreman for the Terminal Railroad Association at Fourteenth street, St. Louis, Mo., having charge of all terminal and foreign engines. This is a very responsible position, and the management have made no mistake in selecting a man who is in every way qualified and fitted to fill it to the satisfaction of both the company and the men; and while we, the members of Div. 327, extend to the management our appreciation for their kindness in promoting one of our number, we also extend to Brother Owen our congratulations and unqualified support.

H. A. W., F. A. E., Div. 327.

THE second annual ball under the auspices of Div. 11, B. of L. E., and Div. 128, G. I. A., Indianapolis, Ind., will be given on January 25 in Tomlinson's Hall. An invitation of the highest type of the printer's art enclosing a complimentary ticket, came to the editor through Bro. Wm. M. Blythe, F. A. E., for which we extend our sincere thanks.

We predict a very pleasant evening for all who are fortunate enough to be their guests on January 25, for they know how to do things right in the Indiana Hub. Be sure to go and share in it.

BRO. G. C. BAILEY, F. A. E. of Div. 448, presents his Patent Cab Heater in the advertisement department of this number. It is a subject that will doubtless interest many, especially engineers in the cold sections of the country. A warm cab contributes both to comfort and safety. Every cab in a cold country should be provided with some means of comfort, that those who are in it may always be in condition for active movements when required.

BRO. L. N. RICE, of Div. 200, was Nov. 7, 1904, promoted to the position of Traveling Engineer of the Chicago & Milwaukee, Chicago & Jamesville, Chicago & Council Bluffs, Racine & Southwestern, Rochelle & Southern and Evanston Divisions of the C., M. & St. Paul Railway, with headquarters at Savanna, Ill.

Brother Rice joined the Brotherhood in 1879 at Winona, Minn., and in 1884 be-

came a charter member of Div. 200, was its first F. A. E. and continued in that capacity for a number of terms. He has subsequently filled the positions of Chief Engineer and Secretary of Insurance and served on both local and General Committee of Adjustment, all with credit to himself and his Division.

He has always been an earnest worker for the Brotherhood and could be relied on to lend his aid to any cause he thought just and fair.

In his promotion Div. 200 loses one of its best members, but we congratulate and wish him every success in his new field of labor.

Faternally,
HARRY R. CALEHAN, Div. 200.

To Insurance Secretaries and Members:
—Having received a number of complaints from Insurance Secretaries about the carelessness, if not indifference, of some of the insured members in their Divisions, in not paying the monthly Insurance Assessments, and requesting me to take the subject up with the membership at large, I have decided to do so through the columns of our JOURNAL, and do not think I could more forcibly cover part of the ground than the following letter does, in which this Insurance Secretary says: "I suppose you know as well as I that the rank and file of our members, with few exceptions, never read our By-laws and Constitution to know for themselves the exact laws, but, as a rule, take the word of our few members who do read our laws, as to what the duty of our members is in regard to paying their Insurance Assessments and keeping their Insurance in force. The great number of our members who let their Insurance become delinquent, are members who have the idea that the Insurance Secretary should hunt them up to get their Assessments. I do not know if all the Secretaries have the trouble that I have or not, but if I did not hunt up a great lot of my people I would have to report more of them delinquent than I do. Please note the large list I have this month. I have laid off my run a trip to try and keep them in line. My idea in writing these circumstances is to get you to publish an article in the JOURNAL for January, calling the members' attention to their duty in being prompt to pay their Assessments and the penalty of their failure to do so. Very few members realize that their insurance is of no value if the assessments are not paid when overdue. I hope that you will have the law in regard to this subject published, and a good article in connection with it, to see if we can get our members to realize the importance of being prompt in getting their assessments in

the hands of the Division Secretaries."

This is not an isolated case, but exactly what many of our Insurance Secretaries have to contend with. The members do not seem to realize that the work of a Division Insurance Secretary is the most trying and difficult office in a Division. The compensation is no inducement to the officer; however, it is a work that has to be done, in the interest of the wives and children and other dependents of the members, and the least the members can do is to pay their assessments promptly, and in such manner as to put the Secretaries to as little trouble and expense as possible, for after paying postage, buying express or postoffice orders or New York exchange to remit the money collected each month, to home office, he has very little left for the many hours of labor given the Association each month.

Each member should carry his money to the Secretary, or conform to any arrangements made by the Secretary for mutual convenience in paying these assessments. Sections 25 and 26, page 80, (Insurance Laws) should be read and thoroughly understood by every insured member, for this reason: Any member failing to pay his assessments within the thirty days from the date under which it is levied, forfeits all right to any benefits for both himself in case of loss of a hand, a foot or an eye, and his beneficiaries in case of death. Many of our members have misconstrued Section 30, page 81. This law simply provides for a member's being reinstated without undergoing an examination and making application as a new member. This becomes a necessity to save the Insurance of sickly members, or those over the age limit, where by mistake, accident or carelessness, their Insurance Assessments were not paid within the first thirty days.

For any number of days you pay assessments after the time limit, as published in the JOURNAL each month at the head of the assessments in same, you are paying your money for nothing, as you are not protected one minute after the thirty days expire. Quite a number of Secretaries have asked that they be allowed to remit as late as the 20th of each month, so they would not have to report so many of their members as forfeited. This would only tend to encourage the members in going, probably, half of each month unprotected. In other words, instead of paying their assessments within the thirty days allowed by law, they ask to be allowed to pay it sometime during the following month, which means that they take the risk of losing all benefits from their Insurance for any period after the expiration of the thirty days up to the date the assessment is paid. Because of this fact,

we have determined to adhere strictly to that part of Section 15, page 77, which requires us to notify the Chief Engineer of any Division whose Secretary does not have his report and remittance at the Home Office on the 10th of each month, and we expect each Insurance Secretary to take this as full notice of our intentions in the matter. If the members do not pay you report them forfeited, and we will cancel the Insurance, thus avoiding any possibility of litigation, and placing the responsibility where it belongs, on the members themselves, if anything should happen to them. Fraternaly,
W. E. FUTCH, Pres.

EDITOR JOURNAL: I enclose herewith copy of House Bill 7041, which was introduced in the House on December 11, 1903, by Congressman A. L. Bates, of Pennsylvania, and was referred to the Committee on the Judiciary. This same measure was introduced in the Senate on February 3, 1904, by Senator Boies Penrose, of Pennsylvania. It was numbered S. 4092, and is now in the hands of the Senate Committee on Interstate Commerce.

This measure has been urged by the railroad brotherhoods during the last three sessions of Congress. Every member who reads it will appreciate its value to railroad employees if enacted into law, and I write to ask you if you will please publish a copy of it in the next issue of your JOURNAL, and ask your Divisions to petition their Senators and Congressmen for its passage. Thanking you in advance, I remain,

H. R. FULLER, Legislative Representative,
WASHINGTON, D. C.

Liability of Common Carriers by Railroads.

In the House of Representatives, Dec. 11, 1903, Mr. Bates introduced the following bill, H. R. 7041, which was referred to the Committee on Judiciary and ordered to be printed:

A BILL,

Relating to liability of common carriers by railroads in the District of Columbia and Territories and common carriers by railroads engaged in commerce between the States and between the States and foreign nations to their employees.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every common carrier by railroad engaged in trade or commerce in the District of Columbia, or in any Territory of the United States, or between the several States, or between any Territory and another, or between any Territory or Territories and any State or States, or the District of Columbia, or with foreign nations, or between the District of Columbia and any State or States or foreign nations, shall be liable to any of its employees, or, in the case of his death, to his heirs at law, for all damages which may result from the negligence or mismanagement of any of its officers, agents, or employees, or by reason of any defect or insufficiency in its cars, engines, appliances, machinery, track, roadbed, ways or works.

SEC. 2. That in all actions hereafter brought

against any such common carriers by railroad to recover damages for personal injuries to an employee, or where such injuries have resulted in his death, the fact that the employee may have been guilty of contributory negligence shall not bar a recovery where his contributory negligence was slight in comparison to that of the employer.

SEC. 3. That no contract of employment, insurance, relief benefit, or indemnity for injury or death entered into by or on behalf of any employee, nor the acceptance of any such insurance, relief benefit, or indemnity by the person entitled thereto shall constitute any bar or defense to any action brought to recover damages for personal injuries to or death of such employee: Provided, however, That upon the trial of such action against any such common carrier by railroad the defendant may set off therein any sum it has contributed toward any such insurance, relief benefit, or indemnity that may have been paid to the injured employee, or, in case of his death, to his heirs at law.

SEC. 4. That nothing in this act shall be held to limit the duty of common carriers by railroads or impair the rights of their employees under the Safety-appliance Act of March second, eighteen hundred and ninety-three, as amended April first, eighteen hundred and ninety-six, and March second nineteen hundred and three.

It is hoped the Brothers will give this their earliest attention.—Ed.

Div. 145, B. of L. E., sincerely thanks Mrs. M. J. Watts, widow of the late Brother Watts, of No. 3129 Arapahoe street, Denver, Col., and Bro. J. F. Ensign, C. E., of Div. 186, for their maternal and fraternal nursing and more than kind attention to William Sherwood, son of Bro. Richard Sherwood, of this Division, during his last illness and decease, while he was in the land of strangers, far from the loved ones at home.

E. J. RAUCH, F. A. E., Div. 145.

Div. 496, Texarkana, Tex., held a special meeting on the evening of November 30, it being called for the purpose of meeting with and listening to our Assistant Grand Chief, M. W. Cadle. We had but a short notice of his coming, but we gathered as many of the Brothers together as possible and visiting members from Divs. 219, Marshall, Tex., 201, Tyler, Tex., and 216, Pine Bluff, Ark., and all enjoyed the evening, for we seldom witness such enthusiasm as was manifested by the Brothers, it being the first time a Grand Officer had visited Div. 496. After a short address by our Chief, Brother Cadle took the gavel and we went through the ritual work. Brother Cadle then addressed the members for an hour, and we were so interested that it did not seem half so long. After Brother Cadle's address came short speeches from Brother Bartholo-

mew, of Div. 201, Bros. Wm. Wright and Lyman S. Roach, of Div. 496, and others. After closing the meeting the members were loath to part, and gathered in little groups in the hall, shaking hands and talking reminiscently of the good old days that have gone and of the prospects before them; but finally good nights were said, with everybody pleased with the meeting and expressing a hope for more of the kind. Fraternally,

W. A. SMITH, F. A. E., Div. 496.

On November 27 twenty-five members of Div. 644, Galesburg, Ill., loaded their goat into the baggage car of "Our" Train, No. 9, and started for Beardstown, Ill., to organize Div. 665 at that place. The time on the train was pleasantly spent in conversation and in playing jokes on the "boys."

We arrived at Beardstown at 12:30 P. M., and were met by the committee, consisting of Brothers Harmon, Fisher, Spence and Clinton, who put the whole crowd into carriages and took them to the Park Hotel for dinner.

After dinner we proceeded to the hall, where Div. 644, with the following officers: G. H. Eno, C. E.; J. L. Kelsey, F. E.; D. J. McMullin, S. E.; J. R. Howe, F. A. E.; Geo. Rodecker, S. A. E.; J. C. Fletcher, Chaplain; and Chas. Johnson, T. A. E., initiated 28 candidates into the B. of L. E. The goat performed his labors successfully and a strong Division was formed, with the following officers: C. R. Harmon, C. E.; Jas. Spence, F. E.; Coleman Berry, S. E.; R. A. Guthrie, F. A. E.; F. R. Greve, S. A. E.; E. R. Borden, T. A. E.; W. R. Williams, Guide; F. Hamilton, Chaplain, and J. A. James, Sec. of Ins.

After the election of officers a magnificent banquet was tendered Div. 644 by the new Division and a general good time was had at table. Chief Engineer Eno, of Div. 644, acted as toastmaster and introduced the speakers in a happy way by mentioning some little personal peculiarity of each that was noticeable. The following made speeches: Bros. Harmon, Spence, Borden and Fisher, of Div. 665; Bros. Howe, Sullivan, Fletcher and Harmon, of Div. 644; Bro. Coffee, of Div. 159, Cedar Rapids, Ia., and Bro. Ashway, of Div. 51, Burlington, Ia.

After the banquet we returned to the Division room and installed the officers. During the session an alarm was heard at the door, which was answered, and found to be caused by a committee from the B. of L. F., O. R. C. and B. of R. T., who came to offer their congratulations and present to the new Division several boxes of cigars. Each made a short address, which was well received, and the thanks

of the Division were tendered them. After the installation ceremonies were over Div. 665, upon motion, adjourned without form to meet on December 4 at the same place.

The members of Div. 665 served lunch about 10:30 P. M. to the visiting Brothers, and at 12:30 A. M. we took the train, with Engineer Hamilton, one of the newly-made Brothers, at the throttle, for home, believing that the work done would accomplish much good for the order on the C., B. & Q. Ry. We arrived at Galesburg at 8:30 A. M., November 28, tired but happy.

JAMES R. HOWE, F. A. E., Div. 644.

THE first annual ball given by Div. 602, Champaign, Ill., took place at the Elks' Auditorium, on Thursday, Nov. 30, of which a local paper says:

Ninety couples participated in the grand march, which was led by Mr. and Mrs. P. L. Hayes, assisted by Thomas Inskip of this city and Miss Lela Hayes of Centralia. Included among the dancers were thirty-one Illinois Central engineers, some of whom have been members of the Brotherhood for forty years. Over 200 pink carnations, the emblematic flower of the Brotherhood, were given away as favors to dancers.

The program consisted of twenty-four numbers and several encores. Parry's orchestra of ten pieces was at its best, and the music called forth many expressions of praise. In the midst of the program, between 12 and 1 o'clock, the dancers adjourned to Clark's restaurant, where lunch was served.

The decorations consisted of a large electric emblem, with the monogram "B. of L. E." in colored lights. Fifty incandescent lamps glowed in green, yellow and red, the standard colors of the Illinois Central system. Florist Yeats had transformed the stage into a bower of green and beautiful colors.

Visitors were present from Centralia and Indianapolis. The managers say that Foreman Homer D. Howard and Trainmaster Fred Ehretzman contributed to the success of the ball by arranging for substitutes and extra men as engineers so that as many of the members of the Division as possible could lay off to attend the ball.

The various committees in charge of the ball were as follows:

Arrangements—P. L. Hayes, W. P. Buckles, Thomas Inskip, George Brookbank, W. F. Fluck, Frank Isaacs, A. L. Barnard, J. J. Arie, Robert Scott and P. C. Ketchum.

Floor—Thomas Inskip, J. J. Arie, W. J. Ryan, Charles Shauger, A. L. Barnard and Clarence Mullikin.

Reception—W. P. Buckles, A. Lang, G. L. Tenney, E. C. Sabin, J. F. Weise, F. C. Sabin, H. D. Howard, J. M. Henderson, S. D. Walkup and Robert Scott.

J. T. Harahan Division was organized on March 29, 1903, and has fifty-eight members. Prior to the organization of this Division Champaign engineers were members of the Division at Centralia. The officers of the local Division are as follows: Chief Engineer, P. L. Hayes; first engineer, Thomas Inskip; second engineer, George Vaughn; first assistant engineer, E. C. Sabin; second assistant engineer, Roy Turner; chaplain, C. J. Sabin; guard, W. F. Fluck.

A SPECIAL meeting of Friendly Hand Div., 218, B. of L. E., Ashley, Ind., was called to order on December 5, by our Chief Engineer at 2 P. M., who announced that the meeting was called for the purpose of initiating seven candidates who were in waiting. As we had with us our Assistant Grand Chief, E. W. Hurley, he was given the chair. Brother Hurley conferred the work on our newly-made Brothers with great credit to himself and the order, after which he gave us a very interesting talk for the good of the order, after which we closed.

We then met with our ladies at the B. of L. E. Hall, and at 6 P. M. the Brothers and their ladies repaired to Hotel Lennox, where the tables were spread and covers laid for fifty-eight, a second table of about fifty being served. The tables were beautifully arranged and decorated with vases of cut flowers and loaded with the very best that could be had to tempt the most epicure, the work being done by the ladies of the Auxiliary Div., 263, and they deserve much credit and thanks.

Tuttle's orchestra furnished the music during the supper. After supper was over a reception and program was given in the B. of L. E. Hall. Speaking, singing and music were enjoyed by all. We also had several games which caused a great deal of fun and laughter. Brother Hurley held the large crowd spellbound with one of his interesting talks, and several others also responded with a short talk. All dispersed at a late hour with many pleasant thoughts that they had spent a very enjoyable evening, and hoped the day would not be far off when Friendly Hand Div., 218, would give another banquet and reception. A MEMBER OF DIV. 218.

THE enormous passenger traffic of the World's Fair season is indicated by a report of the Terminal management, given out on December 12, tabulating the enormous passenger business done at the Union Station during the seven months of the Fair, reflecting eminent credit upon all the officials and employees at the great terminal. Total number of trains, 91,560; 457,688 cars. Daily average, 436 passenger trains; 2,180 cars. During September and October the daily average was about 520 trains and 2,600 cars. In some instances as high as 84 trains were handled in the station in 60 minutes.

Pieces of baggage handled, 1,739,000. About 10,000,000 people is the estimate for the whole season. Tickets sold, 847,776, amounting to \$3,289,292. As all the visitors to the Fair held round-trip tickets, and as all the railroads have downtown ticket offices, the above sales, which are an increase of about 100 per cent, can be better appreciated. About 80 per cent

of all this business was handled during the hours from 6 A. M. to 9 A. M. and from 6 P. M. to 9 P. M.

In appreciation of the splendid service rendered by the employees, the engineers in particular, on the Terminal Railroad of St. Louis during the World's Fair, the following letter was issued:

MR. C. F. SMITH, Road Foreman of Engines:

Dear Sir:—It is not necessary for me to say to you that the World's Fair closed with midnight, December 1st, as of course we are all aware of that fact. However, I desire to compliment you and your assistants for the manner in which the heavy World's Fair traffic was handled, and will be pleased to have you extend to your forces my thanks, as well as congratulations, for the manner in which each individual executed his duty, and also the interest they took in their work and their hearty co-operation.

The World's Fair business was handled in the best possible manner, and I defy any organization to be effected which would improve on the handling in any manner. It was only done, as I have said before, through the hearty co-operation and conscientious work of all the employees, which I will always remember in years to come. While I know that at many times the ordeal has been trying; still it has always been met with a smile, which has been very gratifying, indeed, and I wish to extend to you all my most hearty congratulations and well wishes for the future.

[Signed] I. L. BURLINGAME, Supt.

ON Nov. 29th about twenty of the Brothers of Div. 622, Alliance, Neb., together with members of the G. I. A., met and repaired to the home of our Brother C. A. Gleason to surprise that worthy and his estimable wife. Brother Gleason being absent from home at his place of business was sent for and certainly experienced a complete surprise on his arrival home. The ladies had brought some well-filled baskets, and after a pleasant evening spent in games and social intercourse, all sat down to a fine supper prepared by the ladies of the G. I. A.

After supper our Chief Engineer, Bro. S. A. Franklin, being present, was called upon for a speech. He responded with the following poetry which well expresses the high esteem in which Brother Gleason is held by all the Brothers. The poem in part is as follows:

If I should talk for half a day
As hard as I could grind,
I couldn't say in my poor way,
The half that's on my mind.

In praise of one who does our work
With patience and endurance,
Who keeps our book without a crook,
And attends to our insurance.

To our correspondence he attends,
And with it takes great pains;
He does it good, just as he should,
And our Division thereby gains.

He is always ready with hand or pen
To assist a worthy Brother,
And fraternity shows wherever he goes,
As we all should do to each other,

The railroad now he does not serve,
The reason you may surmise;
That he has grit as well as wit
Was shown in this affair.

He didn't starve, nor even beg,
For at other things he's handy;
He runs the store at the semaphore,
And sells peanuts and candy.

Should you pass by, don't run the board;
Go in and get a clearance,
And spend a dime while you wait for time,
And watch its disappearance.

He'll not hold you up for all you have,
For that is not his way;
He will treat you square if you go in there
At any time of day.

The man I mean is our F. A. E.,
He is always just the same;
I will tell you so that you may know,
C. A. Gleason is his name.

All present voted this one of the most pleasant evenings ever spent in Alliance, and wished Mr. and Mrs. Gleason many happy years in the future. L. B. S.

THE celebration of the fortieth anniversary of the organization of Div. 16, Galion, Ohio, occurred on Dec. 12, 1904, and proved a very interesting and enjoyable affair.

There were afternoon open sessions of Divs. 16 and 167 in their respective halls in the I. O. O. F. and Dennig halls. At the meeting of Div. 16 a smoker was enjoyed until the arrival of the grand officers at 2:30 o'clock, after which an instructive and social session was held. Remarks and reminiscences were given by W. S. Stone, Grand Chief Engineer, Deloss Everett, M. A. Ricksecker, Jack Pinckney, Charles Pinckney, E. H. Fralic, J. D. Wemple and others. Div. 167 met in Dennig hall, to meet the Grand President, Mrs. A. W. Murdock of Chicago. A delightful social session was held, after which a light luncheon was served.

A charter was granted for Div. 16, to John Brunton, Dec. 12, 1864, and one of the charter members, Bro. Jack Pinckney, in his reminiscient talk said, "We met in the garret of the old Long Block and had tallow candles for light. A strike on the Michigan Southern & Northern Indiana made railroad companies oppose the organization of the Brotherhood, and in consequence we had to steal up singly to our meeting for fear of being caught and summarily dismissed by the company. Engineers at this time were paid \$2.50 per day, and the first increase was to \$2.75, and was brought about by the B. of L. E."

The public meeting was held in Armory Hall, which was well filled by 8 o'clock P. M., Bro. Edward Kavanaugh, C. E. of Div. 16, presiding, from which we glean the following from the *Galion Inquirer*:

The program was opened with prayer by Rev. W. A. Perrins, pastor of the First Presbyterian Church, after which the Metropolitan Orchestra rendered a delightful selection.

Mr. W. J. Geer, in place of Mayor D. O. Castle, who was ill, made an address of welcome in which he expressed the hearty welcome of the citizens to the Knights of the Throttle. Brother Ricksecker made response, closing his remarks by thanking Mr. Geer for his warm words of welcome.

Mrs. F. E. Tracht and son then delighted the audience with a musical selection, which received hearty applause.

The address of the evening was made by W. S. Stone, of Cleveland, Grand Chief Engineer of the Brotherhood. His subject was, "The old order changeth, giving place unto the new." He spoke in part as follows:

"It is fitting that on an occasion like this, the celebrating of the fortieth anniversary, that our remarks in part at least should be retrospective. We can hardly realize in glancing at the past, so swiftly are the changes taking place, that instead of doing so for centuries we are only looking back one generation. There are many men living, and perhaps in the sound of my voice tonight, who can remember the 'white topped prairie schooners' and the great overland journey by oxcarts and mule teams to California, that required six months to make, and the route was marked by the bones of perished expeditions, who either perished from thirst or exposure, or else had met death at the hands of the Indians. There are men still living who can remember when the hardy frontier man was fighting Indians in the Mississippi valley. So swiftly have changes come in recent years and so closely has the railroad builder followed on the heels of the explorer that it is difficult to realize the magnitude of the transformation achieved. Today a journey across our continent is only a pleasant trip of less than a week.

No nation can develop without means of transportation for its products, and the demand for railroads was only the natural outcome of events, and perhaps no other one thing has done so much to place our country in the front rank of the world's great powers as our railroads. With the railroads came a demand for skilled workmen of a new class to operate them, and so the railroad engineer came to view, little dreaming of the prominent part he was to play in the years to come. In the United States today we have about 210,000 miles of railroads employing 1,250,000 men in running and caring for these railroads. With the families dependent upon employees of the railroads

and their related industries over 7,000,000 people draw their support from the railroads of our country.

"In my opinion there is no more responsible calling than that of the locomotive engineer. You go down to the depot and you go to bed in your Pullman with as little thought or care as if you were in your own home, and the night express pulls out of the depot, with its load of humanity and goes flying into the night. Did you ever think of the load of responsibility that an engineer carries on his shoulders? Oh! well, they say, he is paid big money for it. When you consider the risks he takes and the loads he carries I say to you frankly, no engineer is paid one-half enough.

"In 1839 when Eriksson's little toy locomotive weighing about three tons ran at a speed of 80 miles per hour it was regarded as the greatest feat the world had ever known. Today 400-ton express trains thunder along at 75 miles per hour.

"It does not matter if you agree with me, and believe in labor unions or not, this fact remains, that the public is vitally interested in our railroad labor organizations. The hours and conditions under which they work, the wages they receive, the personal character of each employee, concerns not only the employees themselves, but concerns everyone of the vast multitude who daily travel on our railway trains, and trust all they hold dear on this earth to the skill and faithfulness of these railroad men.

"The stand that our order has taken for sobriety and uprightness of living, had they done no more than this should commend them to everyone who travels on our railway trains.

"But our organization has done more than this; organized in 1863 by 12 engineers in Detroit, Mich., for the purpose of improving their conditions and elevating their standing and character as men, they builded better than they knew, for I doubt if even in their fancy they realized the importance of the movement they had started or the vast influence the order would have in the years to come. That through all these years it has held its place in the front ranks of labor organizations, is due to the facts that it was founded on right principles, sobriety, truth, justice and morality, and that they took for their guidance the Golden Rule, 'Do unto others as you would they should do unto you.' But more than all this, it is due to the man who for thirty years was our leader. A man who stood head and shoulders above any man the world has produced as a labor leader. A man who not only preached its precepts, but who lived them every day of his life. A man to whose guidance and

wisdom is due the success of our organization. The B. of L. E. stands before the world today as a living monument to the life work of the late P. M. Arthur.

"The B. of L. E. was early compelled to form an insurance department for its members. This was made necessary on account of the high rates charged by the old line companies, due to the hazardous calling of the locomotive engineer. Today we are carrying insurance for our members amounting to seventy-two millions of dollars, and we have paid out to our beneficiaries the handsome sum of over thirteen millions of dollars. Over a million and a quarter of dollars last year. In addition to this we have given away over a million dollars in charity to the families of our deceased members, besides creating a pension fund whereby any of our old members who have no home and no one to take care of them, and who by disease or old age are unable to earn a living, are paid a stated sum each month.

"The B. of L. E. was the father of all the other railroad orders, yet today we have every branch of the service fully organized and each doing a grand and noble work in trying to elevate the standing and efficiency of their men. And they are succeeding because their aim is in the right direction. In addition to this, each of the railway orders has a Ladies' Auxiliary fully organized and each striving in every way possible to elevate the standard of the home and family life of the railroad men of our land; and much of the respect and success of our organization is due to their untiring efforts and loyal support.

"The B. of L. E. never have had a difference they were not willing to submit the whole question to arbitration, and we will pledge ourselves to abide by the board of arbitration's decision. The B. of L. E. carries out their contracts, and keeps them, but when capital takes the stand that there is nothing to arbitrate, then the only thing left for labor to do is to quit, or strike, as it is called.

"In the years to come, I believe capital and labor will come closer together. I believe many of the questions that arise can be settled by the spirit of 'Come, let us reason together.' The Golden Rule lived 365 days in the year would settle many of the so-called labor questions.

"In conclusion, I wish to thank you, one and all, for the pleasure of being with you tonight and having the opportunity of speaking to you. I thank you."

Prosper D. Gregg, of Div. 16, then convulsed the audience with a humorous sketch, entitled "Mr. Dooley on Christian Science," after which a quartette, composed of Mesdames C. F. Shauck and R. O. Morgan and Messrs. W. T. Resch and Wesley Koppe, sang.

In the absence of Rev. John Brunton, Rev. W. A. Perrins was called on and responded very happily, telling a story at the expense of M. A. Ricksecker, emphasizing Mr. Ricksecker's statement in his welcome response that he was silent on his engine, but, oh, how different when off. Mr. Perrins closed with a happy eulogy of the Brotherhood.

Miss Mabel Blush, of Cleveland, daughter of C. A. Blush, of Div. 818, then rendered a piano solo very artistically, after which Mrs. W. A. Murdock, President of the G. I. A., made an address.

Mrs. Murdock is a very forcible speaker and her address was full of interest. She spoke of the good work being done by the Auxiliary and urged the joining of all eligible ladies.

Herr John Ludwig, of Div. 124, Bucyrus, followed with a humorous German dialect song, and was compelled to respond to encores twice.

Deloss Everett, Cleveland, Third Grand Engineer, was called upon and responded with two funny stories, bringing down the house.

The regular program was closed with another selection by the Metropolitan Orchestra.

Remarks were then made by M. A. Ricksecker, who told of his early railroad experiences in a humorous manner; by John Wonderly, of Huntington, Ind., General Chairman of the Erie System representing the engineers, who congratulated Div. 16 on its long and successful career, which is not excelled anywhere; by A. N. Jenkinson, of Bellefontaine, former Chief of Div. 16, now Chief of Div. 121 at Bellefontaine; and by Grand Chief Engineer Stone. A reception was then held for all to meet the Grand Officers, after which adjournment was taken to the banquet hall.

THE BANQUET.

The banquet was held in Zimmerman's Hall, where covers were laid for 182 of the local and visiting members of the Brotherhood and their ladies. Mine Host Kopp, of the City Hotel, assisted by E. Doc Williams, catered, and the good things made the tables groan. The tables were prettily decorated with carnations, and carnations were given for favors.

Following the menu, remarks were made by Deloss Everett, M. A. Ricksecker and W. S. Stone, the banquet closing with the song, "God Be With You Till We Meet Again," led by Mrs. W. A. Murdock, the whole assembly joining in the chorus.

The committees of the celebration, and to whom much of the success of the affair was due, were as follows:

Arrangements—J. J. Daze, W. G. Rich-

ards, A. Gerhart, E. H. Poorman, W. H. Pfeffer.

Reception—J. T. Pinckney, J. D. Wemple, M. A. Ricksecker, A. T. Murray, W. R. Shade.

Invitation—C. F. Shauck, M. V. Green, J. Haley, Edward Kavanagh.

Music—J. B. Murphy, Edward Kavanagh, E. L. Humberger.

Program—M. A. Ricksecker, C. F. Shauck, P. D. Gregg, R. C. Case.

MISS MARY CAMPBELL CURRIE, daughter of Brother and Mrs. James C. Currie, was married on Wednesday evening, Nov. 23, to Mr. Edward Laterman, in the Bergen Reformed Church, Jersey City, N. J.

Green and white were the colors chosen for the gowns of the bride and attendants, and also for the decorations of the church. Graceful palms and white chrysanthemums were placed at the altar and the choir loft back of the pulpit had the same tone of decorations. Ropes of smilax separated the front pews, reserved for the members of the families, and the effect was very pleasing to the many friends who occupied the full seating capacity of the church.

The bride had attended this church for many years and in the early stages of her musical education had been soprano soloist in the choir, and as one of the best known singers in Jersey City, had been a member of several church choruses, and at the time of her marriage the leading soprano in "The Church of the Strangers" in New York, the choir of which, with Miss Lucy Nelson of Jersey City, in the place of Miss Currie as soprano, and other musical friends complimented the bride with their presence and their superior talents, and the music was of a very high order.

Previous to the arrival of the wedding party there was an organ recital. Mr. George Bauer, organist of the Church of the Strangers, played several fine selections, and Miss Josephine Emerson of this city played two violin solos, "The Prize Song," from the Meistersingers, and a Schubert Serenade with organ accompaniments. The quartet sang the bridal chorus from "Rose Maiden," and as the bridal party entered they sang as a processional the wedding music from "Lohengrin." After the betrothal M. Perceppi sang a basso solo which he composed, and which is dedicated to the bride. The recessional was "The Voice That Breathed O'er Eden."

Rev. Cornelius Brett, D. D., pastor of the church, performed the ceremonies.

The bridegroom and his best man, Mr. William Laterman, a brother, met the bride and her attendants at the altar. The bridal party was a large one, the four ush-

ers, Mr. George Ferguson of New York, Mr. Howard Knapp, of Brooklyn, Mr. Harry Edwards of Pittsburg, and Mr. Robert Deats walked first, following them came the first bridesmaids, Miss Foote and Miss Halsall, next walked Miss Reardon and Miss Maloney, the other bridesmaids. The maid of honor was the sister of the bride, Miss Margaret Currie. Green and white were blended artistically in their costumes. Gowns exactly alike were worn by the four maids. They were of white dotted net over pale green mousseline de sole.

The bride walked with her father, who gave her away. She was dressed in a robe of the same pretty lace that was used to ornament the gowns of her attendants.

The bride's flowers were white roses and lilies of the valley, the ends of the tulle streamers having bunches of the lilies fastened to them. Her veil was tulle and was worn over the face.

Following the wedding a reception for the bridal party and members of the families took place at the home of Brother and Mrs. Currie, 89 Van Reypen Ave., where like the church, the floral decorations were smilax, palms and white chrysanthemums, and the tables in green and white.

Many beautiful gifts were received, several from organizations to which the bride and bridegroom have belonged; among these a beautiful crown of pearls, the gift of the Young Woman's Guild of the church to which the bride belongs; the choir of which the bride is a member, sent a gift of silver; the bowling club to which the bridegroom belongs sent a handsome chair; a chest of silver from a group of friends in Cleveland, checks of liberal amounts, and a nest of tables from the card club of which these two have been members, were included in the many gifts.

Mr. and Mrs. Laterman spent the next ten days in Washington and traveling in the South, and returned to their new home on Madison Avenue.

May their lives be as harmonious as the music of the masters the bride sings.—ED.



BRO. S. N. ZENTMEYER, member of Div. 34, Columbus, O., recently retired from the service of the C. & M. B. Ry. Co., he having reached the age of 70 years, the limit at which the Pennsylvania Company retires its employees and gives them pensions, if in the service a pre-

scribed period.

Brother Zentmeyer was invited to the

offices of Mr. Meikle, M. M., to find some 75 of his friends assembled to express their good wishes and surprise him with handsome tokens of remembrance.

Mr. Meikle acted as spokesman, and what followed we glean from the Lancaster *Daily Eagle*:

"Mr. Zentmeyer, you see a few of your friends here gathered this afternoon to bid you a regretful farewell on your retirement from active service as an engineer on the C. & M. V. R. R.

As you are aware the Pennsylvania Co., of which we are a part, has established the rule of retiring an employee when he arrives at the age of three-score-years-and-ten. But though his work for them is finished they have not forgotten him, for the resultant benefit from work well done has been recognized by providing for his future comfort, and you, today, having reached your seventieth mile-stone, will be retired from active duty.

In looking up your record I first find your name recorded in March, 1856, as fireman, in which capacity you served till May, 1859, when you were promoted to freight engineer, and in October, 1863, as passenger engineman, which position you have held until the present time.

In all this service of nearly half a century, I can find but three times where accidents occurred that you were held responsible for the same. This is a record of which you may well feel proud, one that few men who follow the occupation of an engineer can boast.

Having known you for more than a quarter of a century I can, with pleasure, say that I have always found you ready and willing to do your part, always looking after the best interests of the company, attending to your engine and being careful to have it all right and ready for the next run.

Your friends here, and along the line, have commissioned me in their behalf to present you with this Masonic charm, as a small token of the esteem in which you are held by them.

They have also provided this large easy chair, that in your declining years, you may take that ease and comfort to which a busy, faithful life has justly entitled you. In presenting you these tokens of friendship, they have not forgotten that the success which a man may attain in life, is in a great measure due to that other better half of him, a true and loving wife; knowing you possessed this most essential part of man, they wish her to share the friendly feeling expressed by your fellow-workmen, they have asked me to make you the bearer of this watch with the wish that you may both live many years to enjoy the company of one another. If you measure these gifts by

the goodwill that accompanies them you will find them priceless."

Agent J. C. Hart was called upon and responded in a splendid speech of commendation of the aged engineer's noble life and work.

Engineer Dittoe, Mr. Enos Zentmeyer of Dresden, a former engineer, Conductor J. A. Skinner and Conductor Harry P. DeLoss made remarks, when Brother Zentmeyer, in a beautiful talk, thanked the boys for their splendid presents, and in a most entertaining manner referred to his long service on the road, and was given a great ovation by his nephews, as he called the boys.

The charm presented is set with three diamonds and cost \$100.

The leather chair is a massive one, and cost \$45, while the watch presented to his wife, is a beautiful timepiece, set with one diamond and has her name engraved in the cover. It cost \$45.



ON Thanksgiving Day a very pleasant party was given at the home of Mr. and Mrs. H. H. Scobie, 3405 Grand avenue, Duluth, Minn., in honor of Mr. Scobie. He has been a locomotive engineer for thirty-three years. He is the oldest engineer in point of service with the Northern

Pacific Railroad running into this city, and is at present in charge of the engine that pulls the passenger train between Duluth and Brainerd. The affair in his honor was arranged by his Brother engineers, and they presented him with a solid gold watch and chain, the presentation speech being made by Engineer Bardsley. Mr. Scobie responded feelingly. During the evening musical numbers were given by Mrs. J. E. Goodman, and cards were played. The luncheon was served by members of Ladies' Auxiliary Div., 299. Those present were:

Messrs. and Mesdames J. E. Goodman, Thomas Bardsley, A. C. Farrer, F. G. Clayton, A. Dahl, G. H. Craig, Willard Lincoln, J. A. Cullen, G. F. Watson and S. Van Wagner.

Mesdames McGlish and Doyle.

Misses Myrtle Craig, Alma Scobie, Geraldine Watson, Myrtle Bardsley, Irene Cullen and Katherine Cullen.

Messrs. Frank Scobie and John Clayton.

Brother Scobie commenced his railroad career at the age of 12. At that time his father died, and he was the oldest of a family of five children. He secured em-

ployment in the M. C. R. R. Shops at Michigan City, Ind. At the age of 15 he was promoted to the position of fireman and served as such till 1871, when he was promoted to engineer, in which capacity he remained with the M. C. R. R. till 1878, when he secured employment on the Northern Pacific Railway, where he has remained since that time.

He has always been a staunch and true member of the B. of L. E.; has often been tried and never found wanting. He served as delegate to the Atlanta Convention for Div. 144 and the St. Paul Convention for Div. 395; has been a member of the G. C. of A. on the Northern Pacific, and for a time served as its secretary, and has been F. A. E. of Div. 144 and C. E. of Div. 895, always doing his full duty and complying with our Constitution as he understood it.

J. A. CULLEN, Ins. Sec., Div. 395.

THE accompanying picture is of Bro. D. B. Smith, member of Div. 190, who has just been honored by the people of this community by being elected their representative to the house of delegates; he spent his entire business life in the service of the C. & O. Ry.



He was thrown on his own resou. at the early age of 12. Surrounded by no influential friends and with few opportunities for an education, he commenced life and by honesty and industry succeeded in raising himself to his present position.

He was born in Maryland near the theater of the campaigns of both armies. The time when he commenced life the territory from which he came was scarcely more than a desert, not having had time to recover from the devastating effects of the struggle between states. He went from a caboose car to the coal dock, which was considered a promotion at that time; from there to the machine shop as an apprentice and back to the road as a fireman. Later we find him as a successful engineman in the employ of the same company with which he commenced work as a boy. For twenty years he successfully filled this position and during that time he was honored by his fellows to the position of chaplain for his Division and then as chief engineer and delegate to the Milwaukee Convention. All of these positions were filled with honor to the organization that had trusted him. During all those years he has been a member of the First Baptist Church, and also

filled the position of deacon, and is today one of the pillars of what is one of the first churches in the community.

There are few people who could consistently say that the world is not better because Bro. D. B. Smith had lived in it. History may not accord him a very high place in its records, but history has ever been a blind goddess; she has ever stood as a guard at the gates of palaces and held her smoky torch upon the opaque facade of royal accession and blinded the lights streaming down upon the centuries from the creators of civilization.

Brother Smith will ever live in the memory of men who have had the opportunity to know him and who have trusted him with their confidence

with their families from Le Grande, Pendleton and Elgin were there, not only for the benefit they might derive in spending a day of recreation, but for the purpose of helping those that are helpless, namely, the inmates of the Railroad Men's Home, at Highland Park, near Chicago, Ill. As soon as it was known that the proceeds of the excursion was to be given to that home, the kind and generous-hearted people for which the Pacific Coast is noted, were ready to patronize the boys, and the net proceeds of the picnic were \$340.

Bro. T. R. McGibbon, for various reasons, deserves special mention for the prominent part he took in helping to make the excursion an unqualified success, be-



ELEVEN-CAR EXCURSION TRAIN OF PICNICKERS, O. R. & N. RY., COURTESY OF BRO. H. HENSON, DIV. 352.

ON August 21st the members of the O. R. C. B. of R. T., B. of L. F., and the B. of L. E. in Le Grande, Oregon, gave an excursion over the Oregon Railway & Navigation Line to Meacham, a very pleasant summer resort near the summit of the Blue Mountains, where a union picnic was held.

Several hundred people were gathered there for the purpose of enjoying themselves in the beautiful pine groves, scaling the rocky peaks, catching the wily mountain trout, rooting for the baseball teams, and to have a general good time in the fresh, pure, invigorating, Oregon mountain air. The business men and citizens

sides performing the duties that fell to him as one of the Committee on Arrangements he pulled the train, and report says that it was done with a marked degree of proficiency; but the vents of the day had



BRO. MCGIBBON AND COMMITTEE OF ARRANGEMENTS.

made such an impression on Bro. McGibbon, that it was deemed best to place the two cabooses next to the engine instead of on the rear as was the case on the outward trip, lest the close proximity of varnished cars might have an unfavorable effect on the Brother.

After the train arrived in Le Grande, on the return trip, it was noticed that Bro. McGibbon had no hair on top of his head, and the boys were puzzled to account for it, but after a few moments' reflection they decided that it was all caused by the fact that he had greeted so many ladies during the day, being very polite and quite a ladies' man, he made an attempt to lift his hat, but on account of natural embarrassment at such times he did not raise his hat to clear, consequently had worn the hair from the top of his head. But Mac says he is young, only 29, and will grow another head of hair, and it won't be gray either.

EDITOR JOURNAL: According to our custom Div. 325 held memorial services Nov. 19. We met in the Pitcairn Presbyterian Church on account of the location. The church people gave us a most kindly welcome and the church was ours for the evening. The exercises were also embellished by good singing, interspersed by old familiar hymns in which all could join. Div. 325 has had three bereavements since our last meeting for these services and mention was made of F. G. E. Ingraham, of whose sudden demise all are familiar. Resolutions of sympathy and regret were read by Brothers Bestwick, Ferron and McClelland on the loss of Brothers Raver, Ciskey, Boardman and Ingraham; but preceding this, our Chief, Bro. R. I. Cunningham, made a few introductory remarks of which we are proud. We had deemed Brother Cunningham worthy to be our Chief; we had not rated him as an orator. We had something to learn. His remarks were a revelation.

Assistant Grand Chief Wills was with us. He came to visit Div. 325 and had not anticipated taking part in a memorial service. He was travel-worn, almost ill; he had a long journey ahead of him, but forgot all about himself and joined with us. Brother Wills' few remarks would convince any one of the fact that there is a strong bond of sympathy and love binding the Brotherhood together.

The Rev. Dr. Cartwright, of the M. E. Church of Scottdale, Pa., preached us a most excellent sermon from the Revelation of John the Divine, second chapter, seventeenth verse. "To him that overcometh will I give to eat of the hidden manna, and will give him a white stone and in the stone a new name written which no man knoweth saving he that receiveth it."

The pastor, Rev. Kohler, made a few fitting remarks, and as it would be some little time before many of us could get a train for home he cordially invited us to remain in the church as long as we wished. We all joined in singing "Praise God From Whom all Blessings Flow," and were dismissed by the benediction. We wish but to add that any misgivings in the minds of those who attended these meetings as to the propriety of the same will disappear. We teach not sectarian religion, and we have no room for the infidel. We think the memorial idea praiseworthy and the effect ennobling.

MEMBER DIV. 325.

A VERY interesting meeting was held in the afternoon and an informal banquet given at the Division hall of Division 616, Brookfield, Mo., on December 6, when the honored guest and Brother was our worthy Ass't G. C. E., E. W. Hurley. To give a tip as to the speediness of the Brothers of Div. 616, when they undertake to do anything will say that about 5:45 o'clock P. M., when the Division had just listened to a most interesting and instructive talk from Brother Hurley, a motion was made, and carried, to appoint Bros. Geo. A. Fritz, Oliver Lucius and W. R. Knight as a committee to provide a spread for the evening; then the Division adjourned to meet at 7:30 P. M.

At 8 P. M. our Division was called to order by Bro. M. B. Campbell, C. E., and we enjoyed listening to some good advice given us by Brother Hurley. Some interesting remarks were made by Bro. R. W. Sweeney, an esteemed old member who has been totally disabled for about eighteen years, and our Brothers responded, together with Brother Fritz who, realizing his responsibility as one of the Committee on Refreshments, was making trips every minute between Division hall and the dining room, and every time he would enter the Division room he would make a motion to adjourn; so about 10 o'clock his motion was carried, to satisfy him, and everyone was satisfied when they found out what was awaiting them. The thirty Brothers seated themselves around the banquet table and partook of good things to eat that would have pleased a king, and after they started to eat there was no way of stopping them until the supply had been exhausted, and I venture to say that if the supply had been great enough they would all have been at that table yet. Brother Hurley, with the balance of the Brothers, could hardly waddle when they got up from the table.

They all decided then and there to make this committee a permanent one, with the understanding that the next time they must arrange for at least three times the number present.

We then returned to the Division room where everyone enjoyed a good smoke, after which all departed so well pleased that I suppose they all prayed (for the first time) that we might enjoy another such meeting in the near future.

F. R. HALLIBURTON, F. A. E.

EDITOR JOURNAL: South Baltimore Div. 97, of Baltimore, and G. W. Childs Div. 353, of Philadelphia, held a memorial service at William St. L. M. E. Church, Baltimore, at 2 P. M., Sunday, Nov. 20th, in memory of the deceased members of both Divisions. There were members present from Philadelphia, Baltimore and Martinsburg, W. Va., and a delegation from Div. 52, of Baltimore. There were also representatives from Ladies' Auxiliary Div. 27, of Philadelphia, Div. 110 and 172, of Baltimore. Div. 52, 97 and 353 of the B. of L. E., met at Div. 97's hall, 123 E. Montgomery St., at 1 P. M., and marched from there to the church in a body. Arriving at the church, at the request of the committee in charge, Mr. James Rice, Sec'y of the B. & O. branch of the Y. M. C. A., took charge of the program, delivering a very feeling address and also introducing the speakers. The singing was led by Mr. Harry Stallings, the choir leader of Abbott Memorial Presbyterian Church. The services were opened with the hymns, "When we Reach Our Home," and "Nearer My God, to Thee," after which a prayer was offered by Mr. James Rice. The next speaker was the Rev. Ira Spangler, pastor of Olive Branch Evangelical M. E. Church, which was followed by a solo by Mr. Stallings, "A Little While to Wait," which had a great effect on the congregation. The next speaker was Mr. William J. Kelly, a young member of the Baltimore bar, who in part said:

"Just as an oak, which had stood the fury of innumerable storms, falls with a crash to the earth from which it sprang, and as it seeks repose after centuries of activity, we have said, 'Well done, thy rest ought to be sweet.' We have often seen a beautiful sapling develop into a magnificent tree, symmetrical and flourishing; often we have enjoyed its grateful shade at noon-tide and have heard the whisperings of its mystic story in the cool of eve, and as we contemplated its great strength and admired its marvelous beauty, we said, 'It will outlive the ages.' But how soon was our dream to be dispelled, for out of the darkness, too deep for human ken to penetrate, came the lightning's blast and shivered the pride of our heart from branch to root, and it too fell to the earth. And so it is with man. When a patriarch who has lived out the years allotted to man passes into the realms of the

unknown, we regret the close of a useful career and the departure of an old friend, but are consoled by the thought that his life's work is o'er and that his crown, already gained, lacks no jewel to complete its glory. Responsibilities are placed upon all men in this world; to the lot of some fall grave responsibilities, and for a faithful discharge of these there is required a most noble man. On the head of him who controls and guides the destinies of a government, perhaps, rest many and grave responsibilities, but a faithful discharge of these does not, in any great degree, involve any danger to his own life, whereas, upon him who follows the avocation of a locomotive engineer, not only rests the responsibility for the lives of others, but his own life in the discharge of these duties is at all times in great danger.

Now, my friends, while we honor the soldier who dies in glorious battle, let us not forget him, who is too often forgotten, him who dies beside us in the peaceful but treacherous battle of life. Go, widow, child, friend and mother, hang the green garland of ivy on the cold tablet that like a specter beckons you to follow your beloved who was chilled most untimely by the frosts of death. In conclusion I want to address a prayer or petition to Heaven, in my own name and my own right, and in so doing I will use that expression which means so much, and will say of all your Brothers who lost their noble lives in the cause of duty, 'Let Their Souls Rest in Peace.'

The next speaker was the Rev. J. Wynne Jones, Pastor of Abbott Memorial Presbyterian Church, who spoke very feelingly for the enginemen, delivering a very fine address, touching on both the bright and dark sides of their lives, and paying a very high tribute to our late Grand Chief, P. M. Arthur, using him for an example for us to follow.

Mr. Stallings then sang the solo, "Watch Over the Widow and Children."

The Rev. Thos. Lowe then delivered an address on the motto of the Order, "Do unto others as you would have them do unto you," also dwelling upon our insurance.

The services were concluded by singing the hymns, "Keep Your Soul in Touch With Jesus," and "God be With You Till we Meet Again," after which the Rev. Ira Spangler pronounced the benediction.

There was one thing to be regretted very much in reference to this meeting, and that is the number of Brothers who could have attended from both Div. 97 and 353 to pay tribute to their deceased Brothers and did not. The addresses delivered by these able speakers and the singing by Mr. Stallings had a great effect, and cre-

ated a very warm feeling amongst those who attended. A few more of these meetings and we would not only be able to follow the motto of our Order but also to follow the Golden Rule, "To love your neighbor (Brother) as yourself." It has been truly said that "Clouds and sunshine, joy and sorrow, go hand in hand." But our aim should be perfect harmony.

While we had a large attendance at this meeting and know the good that was done, we hope that some of the absent ones will turn out at the next, and leave standing room only.

ONE OF THE COMMITTEE.

SPECIAL NOTICES.

While Bro. J. K. Fare, member of Div. 251, was in bed with measles in Leavenworth, Kan., some one stole his coat in which he kept his traveling card and other papers. If such card is presented it should be taken up and forwarded to Bro. E. H. Colip, F. A. E. Div. 251.

The address of Bro. Henry Kelley, member of Div. 336, Osawatomie, Kan., is very much desired by his family and Division. Last heard from in St. Louis, Mo. Address information to Bro. Geo. P. Reed, 3231 Roberts street, Kansas City, Mo.

The whereabouts of James Hunt, formerly employed by the B. & O. out of Grafton, W. Va., who mysteriously disappeared about three months since, is badly wanted. He is about 45 years old, dark complexion, with an impediment in his speech. His family are in distress and son very ill. Address information to Bro. G. A. Deck, F. A. E. Div. 284, 344 Washington street, Grafton, W. Va.

Charley Cory, who formerly ran out of Omaha on the U. P., will confer a great favor by corresponding with the widow of his brother, John Cory, who died last June. Will Charley or some one who knows of him address Mrs. John Cory, 14 W. Fifth street, Hutchinson, Kan.

The address of Edward E. Schaefer, who when last heard from was leaving Goodland, Kan., for Springfield, Mo., is wanted by Miss Emma Ellickson, Ft. Logan, Cal.

Will W. L. Young, who secured transportation over the Ft. Worth & Denver through being vouched for, write and explain matters to the one who vouched for him, Denny Ryau, 1100 St. Louis avenue, Ft. Worth, Tex.

Any one knowing anything of the whereabouts of Ervin Daily, who ran an engine on the Q. & M. Division of the C., M. & St. P. Ry. in 1893, will please notify J. T. Ryel, F. A. E., Div. 102, Austin, Minn.

Wanted—To know the whereabouts of Engineer F. M. Race, once of Fort Worth, Tex. Address W. Sells, 1250 Washington Av., Springfield, Mo.

Mrs. Mary C. Craft, wife of our deceased Brother, W. H. Craft, Helena, Mont., desires to thank the members of Div. 232, Livingston, Mont., of which her husband was a member, for the great kindness extended to her and her children, and says no order could have performed their duty more nobly or have given more kindly assistance in the hour of need.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately:

Division—

251—E. W. Evans.
594—A. C. Mann.
J. E. Nelson.

569—H. H. Daniels,
John O'Leary.

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Terre Haute, Ind., Nov. 11, of paralysis, Mrs. Lena Dougherty, wife of Bro. W. W. Dougherty, member of Div. 25.

Terre Haute, Ind., Nov. 13, Miss Mary Reden, daughter of Bro. J. J. Reden, C. E. of Div. 25.

Vicksburg, Miss., Oct. 22, killed in head-end collision, Bro. Wm. Schesler, member of Div. 281.

Moncton, N. C., Nov. 2, from injuries received, Bro. James McAuley, member of Div. 162.

Dayton, O., Nov. 21, Bro. Harry Gray, member of Div. 358.

Decatur, Ill., Nov. 13, Bro. J. P. Hine, member of Div. 155.

Buffalo, N. Y., killed by falling from a moving train, Bro. Cyrus M. Woolley, member of Div. 15.

Concord, N. H., Nov. 14, of heart failure, Bro. G. C. Jones, member of Div. 335.

St Paul, Minn., Nov. 20, killed by derailment, Bro. E. H. Barrett, member of Div. 359.

La Grande, Ore., Nov. 1, of chronic rheumatism, Bro. R. L. Knight, member of Div. 362.

La Grande, Ore., Nov. 18, of pneumonia, Mrs. Louise J., wife of Bro. O. W. Moon, member of Div. 362.

Jersey City, N. J., Nov. 8, of general paresis, Bro. H. E. Johnson, member of Div. 53.

Jersey City, N. J., Nov. 15, of consumption, Bro. Peter Logan, member of Div. 53.

Cleburne, Tex., Nov. 16, killed by his engine turning over, Bro. H. E. Beamis, member of Div. 500.

Worcester, Mass., Nov. 23, Bro. Joseph A. Hamilton, member of Div. 64.

Pueblo, Mex., Oct. 10, of flux, Bro. John J. Fritchett, member of Div. 570.

Toledo, O., Bro. Peter Metzgar, member of Div. 353.

Pittsburg, Pa., Nov. 25, Bro. John R. Allison, member of Div. 472.

Trenton, N. J., Nov. 30, Bro. J. Wesley Thompson, aged 74, member of Div. 373.

Parsons, Kan., Nov. 10, of rheumatism of the heart, Bro. James E. Ryan, member of Div. 179.

Parsons, Kan., Nov. 11, killed by engine turning over, Bro. Ed. Manchester, member of Div. 179.

Ogden, Utah, Nov. 5, Bro. E. J. Jude, member of Div. 55.

East Las Vegas, N. M., Mrs. Eliza Hartley, wife of Bro. Harry Hartley, member of Div. 371.

Abbeville, S. C., Nov. 19, Mrs. Katherine Dooley, mother of Bro. P. M. Dooley, member of Div. 498.

Allegheny City, Pa., Dec. 10, Bro. Richard McKee, member of Div. 108.

West Superior, Wis., July 26, of heart failure, Bro. Ed. Barry, member of Div. 290.

West Superior, Wis., July 26, killed, Bro. M. J. McNulty, member of Div. 290.

Boston, Mass., Dec. 12, Bro. J. S. Newton, Chaplain of Div. 439.

Freeland, Pa., Dec. 7, of abscess of the liver, Mrs. Emma Beisel, wife of Bro. George Beisel, member of Div. 316.

Hornellsville, N. Y., Dec. 12, Bro. Wm. H. Storme, member of Div. 47.

Jackson, Tenn., Dec. 3, Bro. R. R. Chesbro, member of Div. 93.

La Crosse, Wis., Dec. 13, killed, Bro. Harry Fiddlin, member of Div. 13.

Chicago, Ill., Nov. 17, killed in a wreck, Bro. W. C. Deveraux, member of Div. 10.

Allegheny, Pa., Nov. 26, from injuries received in jumping from his engine, Bro. S. Falkner, member of Div. 293.

Fort Scott, Kan., Nov. 17, killed by his engine turning over, Bro. E. W. Kells, Sr., member of Div. 237.

Augusta, Ga., Nov. 1, Bro. T. A. Brown, member of Div. 323.

Altoona, Pa., Nov. 24, of typhoid fever, Bro. W. H. Stone, member of Div. 287.

New York City, N. Y., July 30, Bro. J. H. McIntosh, member of Div. 589.

New York City, N. Y., Aug. 26, Bro. Michael McEntee, member of Div. 589.

Indianapolis, Ind., Dec. 2, killed in a collision, Bro. Samuel Crowe, member of Div. 11.

Port Jervis, N. Y., Dec. 4, Bro. Glade Requa, member of Div. 54.

Springfield, O., Nov. 18, of apoplexy, Bro. E. C. Barrett, member of Div. 208.

Columbia, S. C., Nov. 24, killed at Adel, Ga., by log rolling over him, Bro. Chas. R. Parker, member of Div. 85.

Pittsburg, Pa., Dec. 8, Bro. J. C. Kaufman, member of Div. 464.

Covington, Ky., Dec. 7, killed in an accident, Bro. H. E. Gregory, member of Div. 271.

Battle Creek, Mich., Dec. 9, of acute Bright's disease, Bro. Joseph Corbett, member of Div. 33.

Elkhart, Ind., Dec. 17, of creeping paralysis, Bro. C. F. Rollins, member of Div. 248.

Elkhart, Ind., Dec. 17, of Bright's disease, Louisa E., wife of F. C. Johnson, member of Div. 248.

Hartford, Conn., Dec. 18, of pneumonia, Bro. Gerard Burr, member of Div. 205.

New York City, N. Y., Dec. 16, Bro. Frank Fowler, member of Div. 145.

Middletown, N. Y., Dec. 16, of gall stones, Bro. M. J. Burk, member of Div. 292.

Buffalo, N. Y., Dec. 19, of enlargement of the liver, Bro. Thomas Jackson, member of Div. 421.

ADMITTED BY TRANSFER CARD.

Into Division—

- 277—Robert Evans, S. K. Taylor, W. D. Jesse, Wm. O'Malley, L. T. Ellis, from Div. 476.
- 281—J. E. Helion, from Div. 146.
- 1—Joseph Wendell, from Div. 304.
- 599—C. A. M. Petrie, from Div. 326.
- 309—G. M. Harvey, W. R. Mathews, from Div. 256.
- 218—James R. Archart, from Div. 12.
- 567—William Eckert, from Div. 17.
- 636—A. R. Woodard, from Div. 500.
- 597—F. G. Thompson, from Div. 494.
- 37—H. Honadle, from Div. 31.
- 155—Jas. B. Long, from Div. 23.
- John Rodems, from Div. 56.
- 208—W. A. Patton, from Div. 120.
- 557—V. L. Turrentius, C. E. Leens, W. G. Taylor, Geo. J. Smith, from Div. 314.
- 322—C. H. Hartly, from Div. 355.
- P. F. Barrett, from Div. 147.
- W. G. Howell, A. B. Elkins, from Div. 180.
- 651—Robt. R. Dushane, Wallace J. Donnelly, from Div. 124.
- 549—Chas. C. Lane, from Div. 490.
- 292—Chas. Boyer, Wm. J. Gadwood, James H. Gadwood, from Div. 468.
- 375—A. C. Atkisson, from Div. 532.
- G. O. Brady, from Div. 448.
- 453—Patrick Keenan, from Div. 570.
- J. H. Applegate, from Div. 186.
- 78—Hercules Bennett, from Div. 495.
- 224—J. D. Feaser, from Div. 459.
- 283—T. Kelly, from Div. 55.
- 570—W. I. Arnold, from Div. 497.
- Patrick Keenan, from Div. 453.
- 320—Thomas Sweeney, from Div. 657.
- 112—Elmer E. Grant, from Div. 87.
- 293—James Daugherty, from Div. 260.
- 167—Henry B. Brown, from Div. 36.

- 28—J. W. Lee, from Div. 83.
- 170—Wm. K. Johnson, from Div. 599.
- 209—Warren Campbell, from Div. 29.
- 439—C. G. Kingsburg, from Div. 59.
- 91—J. Conillard, J. Boivin, from Div. 535.
- 380—Frank Ayers, from Div. 15.
- 156—James T. O'Dell, from Div. 571.
- 443—J. H. Reed, from Div. 504.
- 186—Fred Hunt, from Div. 203.
- 586—Richard L. Smith, from Div. 149.
- 64—Frank F. Fuller, from Div. 418.
- 126—Robert L. Wallis, from Div. 156.
- 630—John T. Baebel, A. R. Woodard, T. D. Hagaman, Peter Warren, from Div. 500.
- 583—A. Wa'd, from Div. 470.
- 87—W. L. Brown, from Div. 217.
- 653—Geo. Fenstamacher, from Div. 257.
- 485—C. F. Swanson, from Div. 225.
- 661—George Allen, James R. Easton, David Burwell, Arthur Evans, Augustus Clark, Joseph Gant, Abraham G. Hills, M. Manion, Frederick P. Meadows, Wm. Murray, Edgar Sackville, Norman Shnel, Chas. L. Wilson, Christopher Statford, from Div. 132.
- Wm Logg, from Div. 577.
- 404—Geo. W. Nellis, from Div. 96.
- 107—Patrick Fitzgerald, J. F. McCale, O. W. Wright, J. W. Spear, Chas. A. Hansen, John Roosney, Robert L. Welch, Fred. Beattie, F. P. Moore, A. N. Corder, W. L. Wright, F. M. Clough, Frank Edwards, J. F. Butler, Gus. Weisenger, Wm. Mc-McKay, Pat. Duddy, F. H. Mudgett, Geo. Kohler, R. S. Johnson, from Div. 616.
- 107—E. C. Davis, John L. Donneley from Div. 183.
- E. B. Farnsworth, from Div. 621.
- 453—C. A. Valbrecht, from Div. 100.
- 599—W. J. Barber, from Div. 326.
- 553—R. P. Kline, from Div. 383.
- 225—O. Shepherd, from Div. 621.
- E. H. Walker, from Div. 622.
- 618—Walter L. Washburne from Div. 13.
- 283—E. J. Devine, from Div. 55.
- 570—W. A. Beatty, from Div. 134.
- 186—Geo. E. Willacy, from Div. 386.
- 120—W. F. Burkhart, from Div. 165.

WITHDRAWALS.

From Division—

- 309—E. D. Butler, D. E. Fuller.
- 238—O. W. Tracy.
- 360—C. W. Coe.
- 170—George Norgan.
- 37—Robt. T. Clark.

From Division—

- 262—L. D. Sterne, George Morris.
- 395—J. A. McLish.
- 249—F. F. Tillman.
- 119—B. M. Snyder.

REINSTATEMENTS.

Into Division—

- 17—Wm. Akhert.
- 597—F. H. Roberts.
- 16—Arthur Swisher.
- 210—J. C. McLandon.
- 146—C. W. Caton.
- 61—Frank S. Sanders.
- 632—C. W. Taylor.
- 103—Thomas Hickson.
- 134—T. R. Irwin.
- 339—Larkin Turner.
- 504—J. Harvey Reed.
- 319—Wm. Donegan.
- 531—P. McCloskey.
- 244—John J. Hart.
- 98—H. C. Hurt.
- 146—S. P. Waddy.
- 383—A. McLennou, J. H. Burton.
- 214—M. V. Warehime.
- 368—John H. Newsome.

Into Division—

- 253—W. R. Hanvey.
- 180—Jerry Sullivan.
- 304—John S. Tapper.
- 85—A. L. McCoy.
- 345—Charles Ross.
- 527—Edw. McCormick.
- 91—T. Gondreon, W. Lafferty.
- 95—J. C. Young, F. O. Miller.
- 175—A. R. Edington.
- 481—Geo. N. Whitcomb.
- 317—J. S. Snow.
- 284—Grant Helms.
- 57—W. A. Aldridge.
- 205—F. A. Taylor.
- Q. C. Sterner.
- 415—A. C. Thyle.
- 256—B. B. Henderson.

SUSPENSIONS.

From Division—

- 461—Wm. Southern, 60 days, for non-payment of dues.
- 531—J. J. Meyers, three months, for non-payment of dues.

EXPELLED.

FOR NON-PAYMENT OF DUES.

From Division—

- 118—J. J. Courtenay.
W. H. Abrams.
309—Wm. B. Taylor.
409—James A. Keene.
527—M. E. McManus,
Geo. Rhinehart.
388—John Sharp.
282—J. A. Bynane,
H. J. Roberts.
113—Frank O. Hawkins.
15—Warren W. Train.
156—T. H. Glenn.
E. J. Ratcliff.
262—E. Vanstone,
Stanley Cutler.
531—J. E. Welch.
51—Jos. Howard,
Wm. Askew,
Jas. Murphy,
John Roff.
351—J. S. Clingan.
380—Chas. Vangorde.
484—H. Bowers,
J. A. O'Brien.
77—Wm. H. Fisher.

From Division—

- 262—W. J. Weatherhead,
C. H. Hoffman,
W. W. Work,
Frank Clark,
D. D. Farr,
220—Geo. Fulton,
John A. Wells.
148—E. E. Veits.
205—J. Fenton,
J. J. Flattery.
157—J. M. Brown,
D. Donovan,
P. Metsgar,
E. Sterger,
Chas. Shultz.
370—John J. Goffnett,
A. H. Wilson,
J. Brennan.
74—H. D. Minichan.
113—R. C. Oliver,
James Holden.
519—F. Cassidy.
341—Geo. A. Gabel,
B. R. Johnson.

- 170—Walter M. Stobbins, for forfeiting insurance.
422—F. J. Mayberry, for forfeiting insurance and non-payment of dues.
436—W. J. Tennent, for forfeiting insurance, non-payment of dues and disorderly conduct.
481—C. L. Rounds, for forfeiting insurance.
109—Edward L. Godfrey, for non-payment of dues and forfeiting insurance.
143—C. G. Johnson, for being under the influence of strong drink while on duty.
20—David H. Morehart, for forfeiting insurance and violation of obligation.
74—Geo K. Funk.
Wm. N. Roof, for violation of obligation and non-payment of dues.
463—J. J. Roach, for intoxication.
11—K. A. Hackery, for intoxication while on duty.
279—J. J. Brathey, for non-payment of dues and allowing his insurance to lapse.
300—P. H. Mulroney, for forfeiting insurance and non-payment of dues.
585—Harry Pinson, for non-payment of dues and assessments.
110—W. E. Bradshaw, for intoxication.
1 John Martin, for forfeiting insurance.
488—C. W. Hurst, for obtaining money from members by false pretenses, and also goods from merchants.
124—Arthur A. Dubbs, for forfeiting insurance and non-payment of dues.
384—J. J. Brown, for non-payment of dues and forfeiting insurance.
153—H. Ward, for refusing to withdraw from the B. of L. F.
148—L. A. Kilgallon, for forfeiting insurance.
19—F. McLaughlin, for forfeiting insurance.
Paul Gardam, for forfeiting insurance.
John Willard, for forfeiting insurance.
331—W. J. Waller, for forfeiting insurance.
599—Chas. Oliver, for forfeiting insurance.
282—E. C. McMullan, for forfeiting insurance and non-payment of dues.
J. C. Ferguson, for forfeiting insurance and non-payment of dues.
John Fitzmartin, for forfeiting insurance and non-payment of dues.
562—James Wilson, for forfeiting insurance and non-payment of dues.
462—Wm. Jack, for forfeiting insurance and non-payment of dues.
952—M. F. Gillespie, for forfeiting insurance and non-payment of dues.
182—Geo. B. Reed, for forfeiting insurance.
L. W. Ferguson, for forfeiting insurance.
51—Wm. Day, for not taking out insurance.
141—J. D. Creager, for violation of obligation.
620—D. Morehouse, for non-payment of dues and assessments.
152—John Mahaney, for intoxication.

FOR OTHER CAUSES.

- 61—James A. Storm, for forfeiting insurance.
36—Dennis S. George, for selling intoxicating drinks.
407—H. T. Preston, for non-payment of dues and assessments.
554—R. C. Murray, for forfeiting insurance and defrauding Brothers of Div. 216.
353—Jacob McCardell, for non-payment of dues and assessments.
Charles Byron, for non-payment of dues and assessments.
453—James Vickers, for intoxication.
J. F. White, for intoxication.
613—John W. Downey, for keeping a saloon.
578—J. W. Binkley, F. C. Lay Bano, J. H. Phillips, F. H. Johnson, for non-payment of dues and assessments. Expelled in July, 1904.
188—Joseph Gardham, for non-payment of dues and assessments.
102—Charles McGill, for forfeiting insurance.
570—Wm. Smith, for unbecoming conduct.
654—G. C. Wood, for violation of obligation.
186—S. R. Nelson, for intoxication when on duty.
372—G. D. Mack, for non-payment of dues and assessments.
347—E. E. Denning, for non-payment of dues and forfeiting insurance.
177—W. E. Owens, Sidney Carley, for non-payment of dues and forfeiting insurance.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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Name Division No.

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Postoffice State

Be Sure and Give Old Address and Division Number.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have arranged with the Webb C. Ball Co., Watch Manufacturers, Cleveland, O., for three kinds of watches, which we are offering as premiums:

- 1st. **The Ladies' Queen Watch**, 17 jewelled, 14 karat gold filled case. Selling price, \$30.00. To obtain this send us \$30.00 with the names of 30 subscribers.
- 2nd. **Gentlemen's B. of L. E. Standard**, 17 jewelled, 14 karat gold filled case. Selling price, \$50.00. To obtain this, send us \$75 and the names of 75 subscribers.
- 3rd. **Gentlemen's 21 Jewelled**, 14 karat gold filled case. Selling price, \$60.00. To obtain which send us \$100.00 and the names of 100 subscribers. Money must accompany the names of bona fide subscribers.

Those who contemplate working for one of these premiums should begin now, so as to have the JOURNAL start with Vol. 39, January, 1905.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION.

Official Notice of Assessments 648-651.

SERIES F.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, JAN. 1, 1905.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Assess.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
617	Jacob Chrenfeld.	61	466	Mch. 15, 1887.	Aug. 17, 1904.	Rt. leg amputated.	\$2250	Self.
618	Mark T. Weer.	61	333	May 6, 1886.	Oct. 15, 1904.	Killed.	3000	As per will,
619	T. F. Patterson.	36	530	Feb. 8, 1904.	Oct. 26, 1904.	Heart failure.	1500	Sallie Patterson, w.
620	James McAuley.	54	162	Feb. 7, 1890.	Nov. 2, 1904.	Killed.	3000	Mrs. Jas. McAuley, w.
621	E. J. Jude.	33	55	Sept. 5, 1902.	Nov. 5, 1904.	Suicide.	750	Mrs. Jane Jude, w.
622	Jas. E. Ryan.	37	179	Jan. 7, 1903.	Nov. 9, 1904.	Heart failure.	1500	Mrs. Mary Curran, m.
623	Edw. Manchester.	41	179	Jan. 15, 1887.	Nov. 10, 1904.	Killed.	1500	Sadie Manchester, w.
624	Wm. Murray.	46	136	Sept. 1, 1891.	Nov. 12, 1904.	Killed.	3000	Annie H. Murray, w.
625	J. C. Richardson.	34	438	Aug. 18, 1901.	Nov. 12, 1904.	Bright's disease.	1500	H. M. Richardson, m.
626	J. P. Hine.	48	155	Aug. 21, 1887.	Nov. 14, 1904.	Killed.	1500	Johanna Hine, w.
627	Peter Logan.	46	53	Mch. 7, 1892.	Nov. 15, 1904.	Acute phthisis.	1500	{ Mrs. Mary Logan, w., and children.
628	Joseph Daniels.	61	534	Apr. 9, 1875.	Nov. 15, 1904.	Locomotor ataxia.	3000	Mrs. A. Daniels, w.
629	H. E. Bemas.	53	500	May 19, 1893.	Nov. 16, 1904.	Killed.	1500	Mrs. H. E. Bemas, w.
630	Thomas Brown.	42	122	Dec. 19, 1893.	Nov. 16, 1904.	Tuberculosis.	1500	Lizzie E. Brown, w.
631	Wm. C. Deveraux.	45	10	Sept. 18, 1897.	Nov. 17, 1904.	Killed.	3000	Mary L. Deveraux, w.
632	Edward W. Kells.	61	237	July 4, 1887.	Nov. 17, 1904.	Killed.	1500	Mrs. W. E. Kells, w.
633	S. G. Nicholson.	77	77	Mch. 21, 1887.	Nov. 19, 1904.	Apoplexy.	1500	Mrs. N.M. Nicholson, w.
634	Edw. H. Barrett.	35	369	Aug. 14, 1904.	Nov. 20, 1904.	Killed.	1500	Eliza Gallagher, s.
635	G. C. Aul.	42	533	Feb. 22, 1899.	Nov. 22, 1904.	Left eye removed.	1500	Self.
636	J. A. Hamilton.	62	64	Sept. 29, 1891.	Nov. 23, 1904.	Pneumonia.	1500	E. A. Hamilton, w.
637	Wm. H. Stone.	27	287	Feb. 29, 1904.	Nov. 23, 1904.	Typhoid fever.	3000	Annie M. Stone, w.
638	Wm. Wallace.	38	105	Aug. 14, 1899.	Nov. 23, 1904.	Pneumonia.	1500	{ Mrs. Mary E. Wal- lace, w., and son.
639	Samuel Falkner.	53	293	July 28, 1898.	Nov. 26, 1904.	Killed.	1500	Children.
640	P. R. Carpenter.	61	305	Feb. 22, 1887.	Nov. 30, 1904.	Heart trouble.	1500	Mrs. P.R. Carpenter, w.
641	J. W. Thompson.	74	373	Nov. 5, 1887.	Nov. 30, 1904.	Bright's disease.	1500	Annie Thompson, w.
642	Samuel Crow.	41	11	Mch. 2, 1891.	Dec. 2, 1904.	Killed.	1500	Mrs. Saml. Crow, w.
643	A. J. McLain.	61	614	Dec. 3, 1903.	Dec. 3, 1904.	Killed.	750	Mary E. McLain, w.
644	Smith Gilbert.	60	105	Mch. 4, 1874.	Dec. 3, 1904.	Chronic diarrhoea.	3000	Mrs. Louise Gilbert.
645	Joan T. Higgins.	37	398	Mch. 18, 1901.	Dec. 7, 1904.	Killed.	1500	Mrs. L. Higgins, w.
646	H. E. Gregory.	44	271	July 6, 1890.	Dec. 7, 1904.	Killed.	1500	Mrs. H. G. Gregory.
647	John C. Fox.	54	405	Aug. 23, 1898.	Dec. 8, 1904.	Killed.	3000	Mrs. Mary F. Fox, w.
648	Joe Corbett.	40	33	Apr. 12, 1904.	Dec. 9, 1904.	Bright's disease.	3000	Martha A. Corbett, w.
649	Richard McKee.	36	108	Aug. 18, 1904.	Dec. 10, 1904.	Sarcoma.	1500	Mrs. Susie McKee, m.
650	John Laughlin.	45	273	Mch. 18, 1893.	Dec. 10, 1904.	Killed.	3000	Ella B. Laughlin, w.
651	John G. Malloy.	61	34	Feb. 2, 1892.	Dec. 11, 1904.	Pyemia.	4500	Mrs. J. G. Malloy, w.

Total number of claims, 35. Total amount of claims, \$69,750.

One of the above assessments will be applied to the fund authorized by Resolution 74 as amended and adopted by the Los Angeles Convention.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Jan. 28, 1904.	Mrs. Mabel Murdock.....	293	Chas. Edmunds.....	510	\$3000
May 14, "	Mrs. V. Byer.....	426	H. J. Heilig.....	339	3000
June 20, "	Wm. Wilson.....	458	C. E. Houston.....	359	1500
" 27, "	Mrs. E. Kainesworth.....	461	C. A. Blake.....	453	1500
July 20, "	G. H. Russell, Executor.....	480	Hugh Kelley.....	359	3000
" 22, "	Mary E. Hall.....	491	W. D. Fethel.....	375	3000
Aug. 1, "	A. O. Manuel, Guardian.....	494	E. E. Ames.....	375	1500
" 3, "	M. De Vois.....	496	J. E. Dutch.....	494	1500
" 8, "	Mrs. W. Morrison.....	501	J. A. Cashman.....	387	1500
" 8, "	Mrs. Clara McNally.....	502	T. J. McGann.....	603	1500
" 8, "	Mrs. Amanda Powers.....	503	G. H. Glenn.....	411	1500
" 12, "	Bridget Munley.....	504	Geo. A. Fitch.....	277	3000
" 13, "	Mrs. Isabel B. McNamara.....	505	Fred Aspelmier.....	556	3000
" 14, "	{ William Hutchins.....	506	A. R. Singletary.....	31	3000
" 14, "	{ Samuel Hutchins.....				
" 14, "	{ Sarah Hutchins.....				
" 14, "	Mrs. Mary E. Pettit.....	507	John T. Fox, Jr.....	157	1500
" 18, "	Mrs. Sarah L. Wenchonback.....	510	Stephen Gotham.....	312	750
" 19, "	Mrs. Geo. D. Cooper.....	511	W. F. Olewin.....	421	1500
" 19, "	Mrs. Margaret Halpin.....	512	John H. Mack.....	4	1500
" 20, "	Mrs. C. F. Rodes.....	514	A. H. Page.....	359	2000
" 21, "	Mrs. Jennie F. Jaimeck.....	516	D. L. Anderson.....	216	1500
" 21, "	Mrs. L. Plant.....	517	James J. Smith.....	48	3000
" 21, "	Mrs. Estella Germain.....	518	M. Teagarden.....	12	3000
" 21, "	Mrs. Alpha M. Rooker.....	519	E. B. Creel.....	437	1500
" 23, "	Claude B. Manning.....	520	J. D. Cook.....	447	1500
" 23, "	Mrs. Elizabeth Andrews.....	522	J. L. Kennedy.....	74	1500
" 23, "	Mrs. Rose A. McEntee.....	523	I. B. Cochran.....	589	1500
" 27, "	{ Mrs. Maggie Kugley.....	524	C. McCollum.....	66	3000
" 27, "	{ Sophia Vorse.....				
" 29, "	Ursula Kehrer.....	526	J. F. Willis.....	370	3000
" 29, "	Thomas McKenzie.....	527	J. B. Wilson.....	240	1500
Sept. 2, "	Anastasia Burr.....	528	J. F. Bruner.....	43	3000
" 2, "	Mrs. Mary J. McCraney.....	529	J. G. Price.....	85	3000
" 6, "	Mrs. Mary C. Gage.....	530	E. W. Richmond.....	259	3000
" 7, "	Mrs. Georgiana Kilby.....	532	James H. Calkins.....	248	3000
" 7, "	Mrs. G. N. Kingsley.....	533	W. B. Nicol.....	18	1500
" 8, "	Rebecca Tanner.....	534	Hugh Cooper.....	35	750
" 10, "	Josephine List.....	535	G. W. Cutter.....	65	3000

Financial Statement.

CLEVELAND, O., Dec. 1, 1904.

MORTUARY FUND FOR NOVEMBER.

Balance on hand Nov. 1, 1904.....	\$136,611 64
Paid in settlement of claims.....	78,000 00
Surplus.....	\$ 58,611 64
Received by assessments 532-35 and back assessments.....	\$95,916 78
Received by assessments 575-78	723 25
Received by Special Mortuary Fund *.....	639 81
Received from members whose insurance was carried by As- sociation.....	558 20\$ 97,838 04
Total in Bank Nov. 30, 1904.....	\$156,449 68

EXPENSE FUND FOR NOVEMBER.

Balance on hand Nov. 1, 1904.....	\$ 16,896 22
Received by admission fees.....	286 90
Total.....	\$ 17,183 12
Expenses during month of November.....	1,402 78
Balance in Bank Nov. 30, 1904.....	\$ 15,780 34

* The Special Mortuary Fund authorized by Resolution 74 as amended and adopted by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

Statement of Membership.

FOR NOVEMBER, 1904.

<i>Classified, represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessments 532-35.....	4,512	21,398	9,299	1,546
Members from whom as- sessments 532-35 we: not collected.....	473	2,654	750	31
Members carried by the Association.....	2	134	288	25
Applications and rein- statements received during month.....	266	88	14	14
Totals.....	4,987	24,452	10,425	1,616
From which deduct poli- cies terminated by death, accident, or otherwise.....	12	68	23	1
Total membership Nov. 30, 1904.....	4,975	24,384	10,402	1,615
Grand total.....	41,376			

M. H. SHAY, Gen'l Sec'y & Treas.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS JOURNAL

PRICE \$1.00 BY MAIL



MR. A. S. SWEETE, SUPT. M. P. M. C. R. Y. See page 121.

ENTERED AT THE CLEVELAND, OHIO, POST OFFICE AS SECOND CLASS MATTER.



Powerful Locomotives Require Powerful Brakes

The illustration shows the largest and most powerful locomotive in the world, weighing 480,000 lbs., built by the American Locomotive Works for the Baltimore & Ohio R. R., and exhibited at the St. Louis Exposition. It is equipped with

Westinghouse Brakes and Friction Draft Gear

Manufactured by

The Westinghouse Air Brake Co.

Pittsburg, Pa.

The Air Brake Builders

BROTHERHOOD OF LOCOMOTIVE ENGINEERS MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
807 SOCIETY FOR SAVINGS BLD'G, CLEVELAND, O.

Vol. XXXIX.

FEBRUARY, 1905.

NUMBER 2.

A Wreck and Its Lesson.

BY MEHTABEL CARTWRIGHT.

On a certain night not many years ago I was traveling over the Lehigh Valley Railroad. The train was an express and loaded with human freight. Idly I viewed the faces of the crowd, some asleep, others seeking a more comfortable position. We seemed to only touch the rails here and there, swinging and turning the many curves along the road. I soon let it rock me to sleep.

The engineer was behind time. With his hand on the throttle and cap pulled down over his manly face, the iron horse

sped on. Engineer and fireman were keeping a silent watch—when, all at once as they rounded a curve, a bloodcurdling sight met their gaze. It was shut off the steam! Apply the brakes! and two brave men had done their best. With a jerking bumping noise and screams of frightened men and women, I jumped to my feet. Rushing out I saw that monster engine down far below the track. Strong men were soon lifting the crushed and bleeding form of that brave engineer from the wreck, for he had stood faithful to the last. As I bent over him I saw by the light of many lanterns that he had made his last run. He looked up into my face and asked, "Are they all safe?"



NORWEGIAN CARRIAGE (STALKJAERRE).

The fireman stepped up with his broken arm, and the dying man clasped his other hand and said, "Oh, Jack, you are left to tell the story—I'm dying, Jack. Break the news to mother and tell her it is well." With these words yet trembling on his lips, his brave soul passed out.

* * * * *

In a beautiful vine-clad cottage in the old sunny South a few months ago, I had occasion to visit a sweet-faced old lady and she told me of her only boy, so brave and true, who had been killed on the Lehigh Valley Railroad. How Jack, his fireman, had come so far to break the news to his old mother. A bright light shone out from that dear old lady's face as she brushed away a last precious tear and said, "Do you know the last precious

One word of warning for this time. It is so fixed by the laws of Nature that all iniquities indulged in sooner or later carve their tell-tale lines on face and form. May the influence of this little story, full of truth, love and pathos, not only be felt, but may each and all be able to read between the lines. May it be a spark which shall be cared for and kindled into a moral flame that will burn and crackle around the world.

The Estimator's Story.

BY MARSTYN POLLOUGH POGUE.

Should it ever be your privilege to be a guest at a timber estimator's camp in the deep Canadian forest, ask the estimator



CEYLON MODE OF TRANSPORTATION.

letter I received was even more to me than any before, for in it he said, "Mother, not one oath has passed my lips in five years." What a revelation that was to me. God has long ago blessed the soul of that engineer.

Right here let me ask why we cannot have all our boys in the daily walks of railroad life, it matters not what trade, adopt the same moral determination. There is not a shop in the land that can not blush with shame at the vile oaths and disgraceful language that flow with every sentence, mostly from the lips of our future men. If every mouth were thus decorated and plainly viewed by all, how many mothers, wives and sweet-hearts would kiss those polluted lips?

to allow you a look into his log-book.

If he thinks you are worthy of the favor, he will hand you his diary and you will find its contents as entertaining as any romance.

The work of the timber estimator always has a picturesque setting; it is always dramatic and adventurous. The estimator himself is invariably an iron man, with a body trained to endure the most rigorous conditions, and a strong and acute mind.

We had paddled to camp one night when old Rochmont told us one of his adventures.

"Last winter," he said, "Spaulding (the walking boss) sent Louis Renault and me up here to make a close estimate of the timber in this limit.

"I want you to estimate every white pine standing within the boundary lines which Langton ran last summer," said the walking boss, "and put an ax mark on every tree that will make square timber. We want to know what we've got up there within a thousand feet."

"Of course, that meant weeks of hard traveling, but the snowshoeing was good, and we were allowed to hire two Indians to make camp and cook and haul the flat sleds.

"We traveled together from Wanosing to that valley down there, and we separated at that old dead pine. Renault and his Indian went east and I went west with my Indian. When we had finished our work we were to meet at the dead pine and travel back to Wanosing together.

"The weather was very cold; there was no crust on the snow; there were very few deer and the wolves were plentiful and hungry.

"Every evening the gray devils would approach the fire closer than I had ever known wolves to come before. They would remain until morning just outside the circle of firelight sniffing, snarling, and raising their long muzzles at intervals to send a chorus shivering through the sleeping woods.

"Their eyes reflected the light, and we fired many shots at the brutes from our Winchesters, aiming between the shining eyes. When the shot missed, the wolves drew back a few yards, but returned within a few minutes. When a wolf was killed or wounded the others leaped upon him and devoured him, leaving only his well-picked bones upon the snow.

"The proportion of bullets that hit was one to every ten, for it is difficult to shoot straight in the darkness.

"For three weeks we traveled through that part of the limit, and when I had finished my work, snowshoe trails crisscrossed the snow, showing how thoroughly I had done my work.

"I finished estimating at noon on the 1st of February, and we started for the valley of the big dead pine that afternoon.

"From where we boiled the pot at noon it was twenty-five miles to the val-

ley, but that is not a long afternoon's walk for two woodsmen when the snowshoeing is good.

"When we were within half a mile of the valley and descending the hill slope at a swinging trot, the hunting chorus of a wolf pack rang like a carillon of silver bells from the top of the spruce-covered hill that rose in a dark mass against the purple sky across the valley.

"When we got into the valley I expected to see Renault's campfire twinkling, but no red light shone among the scattered clumps of tamarack and spruce,



TURKISH LADY OF RANK.

and I felt a touch of disappointment, while in the moon glare the great dead pine thrust its tall spire into the sky, and its single skeleton arm pointed toward the east.

"A few minutes later we came to the edge of the brule, in the middle of which the dead pine stands, and I jumped with surprise, for I saw that a man stood with his back to the trunk, to which, apparently, he was bound. We shouted, and the man whooped joyously in answer. I gave a gasp of amazement, for I recognized Renault's familiar voice.

"That same moment the wolf pack bayed from the bottom of the hill on the other side of the valley, and a chill passed over my body. Bending on our snowshoes, we raced desperately toward Renault. When we were within twenty-five yards of him the wolves, giving tongue fiercely, leaped out of the shadow of the tamaracks on the farther edge of the brule.

"As we bounded up to the tree I wondered what tragedy had happened. The snow about the tree was trodden and

"My Indian, Michigan Shegaug, drew his buffalo knife and quickly cut the thongs. With a happy cry, Renault sprang away from the tree trunk and snatched up the ax with the bloody blade.

"The wolves were close. Shegaug and I tossed our rifles to our shoulders and emptied the magazines. Shegaug is a good shot, and I can shoot straight myself in daylight.

"But the wolves were approaching with flying leaps and the moonlight is very deceptive. Only two wolves were hit; four escaped the shower of bullets and sprang at us, answering the rifles with short barks.

"The fight lasted less than a minute.

"Renault jumped as the wolves closed in, and the pack leader bounded at his throat with bared fangs. Renault's ax swept upward and downward; the blade sunk into the brute's neck; the gray body fell heavily on the snow; Renault wrenched the dripping blade from the wound; the wolf writhed convulsively at his feet, then lay with twitching body while the blood spouted from the deep bite of the red ax.

"Renault stepped back with a grim smile and stood leaning on his ax; he had done his part.

"Michigan Shegaug dropped his empty rifle and pulled his buffalo knife from its sheath just as a big she wolf leaped up at him with a fierce snarl.

"Shegaug sidestepped and the beast's jaws clashed together. The Indian's long arm shot out sidewise; the ten-inch blade of his knife flashed downward as the wolf dropped to the snow at the end of his spring, and

Shegaug drove his big knife to the hilt into the animal's shoulder.

"At the same moment, one of the two wolves that were left sprang at me and I crushed its skull with my rifle butt. The other wolf halted and stood hesitant a moment, but when Renault, with a yell, moved toward it swinging up his ax, it turned and galloped away.

"Then we made camp and cooked and ate supper, and afterward, while Shegaug skinned the dead wolves beside the fire, Renault told me his story.



ALGERIA—MOORISH LADIES AND APARTMENTS.

stamped with moccasin tracks and snowshoe marks, and spattered with blood. Within a few yards lay the dead body of Renault's Indian, and the freezing corpse of a strange Indian was stretched at Renault's feet.

"An ax with frozen flakes of blood on its blade lay between the dead men, and the fresh snowshoe trail of several men led away westward.

"Renault was unhurt, but he was tied most securely to the trunk with strips of green mooseskin.

"He had finished his work two days before and he and his Indian, who was an Ojebway from Rainy Lake, had started for the valley. When they arrived there they found an Indian camp close to the big dead pine. It was Renault's opinion that these Indians were Algonkins from the Abittibe district who had been run out of that part of the country for good reasons by their own people and the officers of the Hudson Bay Co.

"These Algonkins desired to possess the Winchester rifles, and the tent, and blankets, and bacon, and flour, and tea of Renault and his Ojebway. So that evening following the simple primal rule, 'He takes who has the power, he keeps who can,' they had obtained possession of these things. Renault's Ojebway, a hard fighter, had been killed in the fight, also one Algonkin. Two other Algonkins had been badly hurt.

"When Renault was overcome, he was bound to the trunk of the dead pine and the Algonkins broke camp and hit the trail. But before they tramped away their head man made a birch bark horn, the kind of horn that is used for calling moose in autumn, and setting it to his lips, he imitated the howl of a wolf and kept repeating it until a pack of wolves answered him from beyond the hills.

"Fifteen minutes later the Algonkins were a mile away; we were trotting down the hillside toward the valley; the eager-footed wolves were stringing over the top of the opposite hill. It was a narrow escape for Renault, eh? That adventure will not soon pass from his memory, eh?"

Not Guilty.

BY MAY W. COOK.

"Hello! Jack, old fellow! goin' to lodge?"

"Why, hello, Pete, when did you get into D—? Haven't seen you for a month. Been sick, or just taking a little vacation to get better acquainted with that young engineer, who I hear has just lately stopped at your place? There—there, now, no more apologies. Yes, I'll

take a cigar, though I did make a small mistake in thinking the newcomer an engineer. Well, here's to the little miss, and may she grow to womanhood endowed with the same noble qualities as her Irish dad."

"Thanks, thanks, old man. Did you ask had I been to lodge since the election of officers? Why, yes, and the boys couldn't have elected a more unworthy dog to that noblest of offices—the chief official's chair, at your service."

"Why, Jack, how lucky! Congratula-



ALGERIA—BESKRA WOMAN.

tions seem to be in order all around; and here's to the biggest-hearted fellow that ever pulled an engine out of D—. I tell you, Jack, I'm an engineer, and I like the work; and talk about fraternal feeling—well, I'm glad I fired an engine long enough to join the B. of L. E. It's the greatest organization in the country. And do you know what makes it so? Well, a very few words will answer the question. It's only the very best men that are eligible to membership. I tell you, a fellow has got to be what he professes. He can't claim to be one thing and really be another,

"Did you say Dick Harvey was promoted to pulling a passenger steady? Well, Dick is a pretty good fellow, and I like him all right; but, honestly, I do not think it hardly right. Now, here, we both have run longer by four or five years than he has. Let me see, Jack; you have run an engine from D— to L— for near onto sixteen years, haven't you? And I have run from D— to M— on local for the last ten years, and ran nearly eight years on the main line, making almost eighteen years. Of course, I'm well enough satisfied, and yet it isn't just treating a fellow right; now, is it?"



A JAPANESE LADY OF RANK.

"Well, no, Pete, it isn't; but then you know there is a lot of favoritism on the roads nowadays, and nearly all the plums are handed out to favorites. Rank is not always attained by merit, you know. Then I just think this way, Pete: there is a time when restitution will come, and when it does it will be complete. As for me, I would just as soon run my old 167 on freight as any passenger run they have got. And then, another thing, Pete, no one can say, 'He's got a pull,' and there is no high official to thank. So cheer up,

old man; 'every dog has his day,' and advancement will surely come to those who wait."

As Jack concluded this last sentence, they reached the lodge door, and so we will leave them till two years later.

* * * * *

It seems strange how nature will weave into man's life a deep kindred love of brother for brother; create in man likes and dislikes, which in sympathy draw men's natures into closer communion with each other; and yet for small provocation those same sympathies that drew men together (that nature in man akin to the soul) are rudely dashed to pieces, all the barriers of friendship are suddenly broken down and the good of yesterday forgotten on the morrow, and sacred ties of fraternity are trampled under foot.

It was so with these two men—they who for years had been almost like brothers. Their friendship was broken off for a mere nothing. A coolness sprang up between them when Jack was promoted over Pete to be steady engineer on the Fast Mail.

Pete, who was sensitive and of a jealous nature, could not accept of Jack's promotion over himself. He reasoned that he was an older man, and that it wasn't right, no matter if he had been the cause of a bad wreck ten years before; they should not keep a man down forever for it. And, then, it was a bitter pill to see even a friend promoted over one.

Pete was one of the best fellows in the world, only he didn't sometimes just see things in the right light. After all, Pete was very human, and he imagined all sorts of things about Jack,

one in particular, that he was just a little swelled up on his new position, which was anything but true.

Jack could not understand his friend, and after repeatedly trying to bring back the friendship that had endured through their years on freight he gave up the battle; and as time wore on their relations became more strained, and the climax was reached when they met a year later at the Engineers' Convention, which made the two men, once such good friends, bitter enemies.

Jack had planned to take his wife with him to the convention, but when the time came her mother was sick and she did not wish to leave her, but insisted on Jack going alone, which he reluctantly did.

Pete and his wife had made big preparations for the convention. Florence (his wife) had never attended a convention, and Pete wished her to enjoy this one to her heart's content, and he insisted on employing a dressmaker at the house a month before the meet, for he told her there would be balls, operas and receptions until she couldn't rest—just one continuous round of pleasure for the ladies; for didn't they enjoy looking at the pretty gown of a sister, even though they were holding lodge and putting on quite a business air, and Pete wanted his wife to shine with any brother's wife at the convention. And well he might, for she was beautiful, intelligent and accomplished.

* * *

It was the night of the Grand Ball in the Masonic Temple. The month was May and the evening was chilly.

Pete and his wife had just finished a two-step, when a friend of by-gone days came up to renew his acquaintance with Pete.

Florence felt chilled, there being quite a current of air through the hall, so she hurried to the cloak room to get a silk shawl she had brought along to throw over her shoulders.

The cloak room was as all the cloak rooms are in those immense buildings for social gatherings, more of a reception room, with beautiful nooks and separate cozy corners here and there.

Just as she reached the inside of the door she ran almost into a man of middle age—a man with clean-cut, noble features; his hair tinged with gray. In all, one might not meet so handsome and strong a fellow as Jack Cavanaugh in many a day.

She gazed as one in a dream. Where had she seen that face? But at the sound of her name—"Florence!"—a smile of recognition broke over her beautiful face; for though she was thirty-four, time had dealt kindly with her, and she did not look over twenty.

"Florence! am I dreaming? Do I look

into the face of the girl I once hoped—"

"Why, Jack—dear old Jack! I never thought of seeing you. Where are you from? Oh! how pleased I am to see you. Where have you been all these years? Come, let us sit down here and have a talk; I'm tired anyway. Why, Jack, you don't know how glad I am to see you, and you look just like you always did, only you didn't have these," and she raised her small white hand to his temple.

Jack was overcome by this unexpected meeting, and could only stare at this girl of his youth.

She rattled on from one subject to an-



JAPAN—BUDDHIST HEAD PRIEST AND ASSISTANT.

other, but Jack was in a dream. The present had slipped away and he was back again in the old days of the past—going to and coming from church with Florence; he was standing by the old gate in the moonlight under the stars of heaven; the birds were whispering to each other in the bushes the song that he was whispering to her. She had seemed at first to listen; then the dark days had come for him and they had parted at the cross-roads—

Ah, Heavens! that was years ago, and

she was the love of his youth! He had formed other ties,—deep, sacred ties. Could it be that the old love was still alive—that love which he had fought so hard to cast out of his life? But his reverie was broken at the sound of her voice, saying: “My husband will be glad to know you. And do you know, Jack, I kept the promise you extorted from me, never to mention your name after we found out our mistake; and I have thought of you so often, and wondered where you were, that I nearly broke the

but he suddenly dropped it. He could find no words in which to answer her, but a feeling of intense hatred sprang up in his heart against the man who had won this fair woman—a feeling of almost jealous revenge. He did not tell her that he knew Pete, but tried to take her back with him to the old days.

Little did he think that the jealous eyes of Pete were on him then, as he devoured the beauty of the woman and lived over again the days when they were sweethearts. But Florence's mind was on the gayety around her, and she wished to dance. So they waltzed—once—twice—many times. How divinely she waltzed! Now rushing over him came those other days. How he longed to hold her always as in that mad waltz! How he wanted to take her away—keep her for himself! He thought that if he could only carry her away to some far-off island, to live—to breathe—to smile for only himself! But these were wicked thoughts for noble Jack Cavanaugh, and very foreign to his more sensible and honest nature.

Florence laughed, chatted, danced, little dreaming what was in her partner's mind. But it troubled her that she could not find Pete to introduce to him her old friend.

So Jack left her after promising to see her at the reception next day at Lady Grey's home.

* * *

When Mrs. O'Connel found Pete, she related her meeting with Jack Cavanaugh, saying: “He is an old friend, dear, and I wish you could have met him, and you will tomorrow at the reception, for he has promised to be there.”

Pete did not say much at this announcement for he reasoned that if Jack had spared her the pain of relating their unfriendliness, he surely would spare her.

“Well, Jack Cavanaugh, you are worse than I thought, and I have surely found you out. I knew you were much pleased with yourself and all swelled up on your undeserved advancement, but really, I did not think you were so low as to try to steal another man's wife, and I will watch you, curse you, and if in any way you seek to turn the current of



CONSTANTINOPLE—HOWLING DERVISH.

promise several times. I wanted to tell Pete about you. I know he would be interested, though he seldom speaks of men to me, and I have sometimes thought his life is so taken up with our two girls and myself that he never thinks of other people. But, come—you will, I know, find Pete O'Connel one of the best fellows you ever knew.”

Jack had taken her hand while she was speaking, and at this last sentence he gripped it so tight that Florence could scarcely keep from crying out with pain;

a pure woman's life, I will kill you."

Florence wondered tonight as they walked to their hotel what made Pete so unusually kind and attentive. She compared the handsome lover of her youth with Pete, and she could not help but admire him, but she was happy and never for a minute had she been sorry that she married "Honest Irish Pete," as he was called, for he was really the love of her life, and a kind and adoring husband.

It was 8 o'clock, and the guests had commenced to arrive at Lady Grey's.

The fine lady soloist had disappointed the committee on entertainment, but they had learned in time of the remarkable voice of Mrs. O'Connell, and had luckily obtained her consent to assist with the music.

Her voice had never seemed in better condition, and Jack Cavanaugh hovered near enough to watch every expression of her sweet face. Oh, was he mad! All the old love seemed to be gushing over his soul. He was completely enveloped in the past; the room was hot; the walls seemed to be swimming around. He must get out into the open air, or he would suffocate. Little did he care for the angry eyes of Pete O'Connell, which did not leave his face once. But just as he is seeking the open air—stay, what is that song she is singing? He will hear it out. 'Tis a low, sweet lullaby—a mother singing to her babe. Florence's face gradually fades away, and in its place another comes, singing that song—an infant clinging to her breast—his child and hers. He hears again the voice of Alice singing to their first-born, sees again her head pillowed on his shoulder, hears the low sweet whisper, "Yes, Jack, I love you. I think I must have always loved you, dear, even before I knew you." Ah, he was mad! Had he never after all appreciated the pure, sweet love of his little wife? Were years of devotion and the tender care of his offspring as nothing?

Ah, he had been remiss. As the last notes died away, so died almost ere it was born, his unholy love.

When he found the open air all the world seemed to echo Alice's words of

years long gone by, "I love you, Jack. I always loved you." How he longed for her now. A new love seemed to have been born for her in the last few minutes. Ah! she would have been repaid for all these years of devotion could she have seen his heart now.

But as he is communing with himself, someone breaks in on those sacred thoughts. "Sir, I wish to speak with you." It was Pete. They walked farther into the garden. Here hot words passed between them, for as always, it was



NORWAY—TROMSO LAPLANDER

useless to reason with a jealous person.

Pete refused to believe Jack when he candidly told him how Florence's song affected him, and how it had made a different man of him, how that his own wife had never seemed so dear to him as at the present moment.

But Pete was stubborn and they parted in anger. Jack went home that evening. Pete and his wife went home the following day.

Another three years roll around and

find Jack and Pete on speaking terms, but not much better friends.

It was about 10 o'clock P. M. Jack and his son Arthur, who had caught his father's engine out the last trip, were preparing to leave the engine when Pete's engine came flying down the main track and struck the big locomotive with terrible force. For one awful second they reared in the air like two gigantic monsters, then Jack's engine leaned to one side and fell. Jack was in some way caught and held under the cab. His son Arthur was thrown some distance and scalded.



ST. PETERSBURG, RUSSIA, COACHMAN.

Pete had put on air and he and his fireman had jumped just in time to save themselves. When Pete learned that Jack was pinioned under the wrecked engines he waded in through steam and hot water and endeavored to drag him out. But it was useless with tons of iron holding him fast.

Jack was entirely conscious and his first questions were for his son, and when told that he was not badly injured he begged pitifully for death.

"My God, Pete—Pete! I hear your

voice, Pete, Pete, for old times' sake—Pete, help me. Break the news to Alice—tenderly—you—Pete—Oh, God! What have I done to merit such suffering—"

Poor Arthur Cavanaugh was lying some little distance away and the suffering of his father almost crazed him. He imagined that Pete had caused the wreck through revenge, because his father, though a younger man, was pulling a passenger.

"My God! O'Connell! What a cur you are. How could you do it—you who used to be father's friend—you did it on purpose, and you shall pay dearly for it!"

He was too dazed to understand that his father's engine was on the main track instead of the roundhouse track where it should have been.

When the bystanders heard the angry words of Arthur Cavanaugh accusing Pete with causing the accident they let the words sink so deep in their hearts that they too believed he could have prevented the accident by putting on air sooner.

Although Pete was badly burned about the arms and hands, he did not seem to mind the pain. He made one more heroic effort to extricate Jack and then he realized that it was useless till further help came. He was so stunned with the cries of misery from Jack and the accusations from Arthur Cavanaugh, that strong man as he was, he fainted.

The wreck crew soon arrived on the scene and with them several doctors. Poor Jack was soon taken from the twisted irons that had held him captive. Soon after Pete had fainted the blessings of unconsciousness stole over Jack and though

he lingered several hours, he never spoke again.

Pete himself filled the other missions Jack had left for him. He broke the sad news to Jack's poor little wife, which at first completely prostrated her.

After the sad rites of the dead were finished, Pete found himself under arrest for murder.

It had in some way leaked out that the men were bitter enemies. Truly they had been, but in that last terrible trial, the old friendship had sprung to life in

Jack's dependence on Pete and as he saw that poor prostrate, suffering form, Pete had buried forever that bitter enmity.

It was a strange trial which lasted for months, and to make it doubly sad for Pete, while in prison he lost his beloved wife, and the blow almost killed him.

Mrs. Cavanaugh had somewhat recovered, and with her two daughters was almost a daily visitor at the prison.

She knew that the man was innocent of crime before Heaven, and that it was her son's bitter words that had placed him behind prison walls.

Arthur Cavanaugh visited him often and did all he possibly could in his behalf, for it was really his fault that Pete was behind the bars.

At last the trial was finished and the jury brought in the verdict: "We find the prisoner not guilty."

As Pete walked out of the prison, his two daughters and Arthur Cavanaugh by his side, one would hardly know the honest Pete of a few months before. His step is slow, and his hair has turned quite white. Pete never returned to the road.

Six years later we find Pete settled in a thriving town of the West. He has set up in business and is rapidly accumulating a fortune.

From the day Pete left prison he felt it a duty he owed to Jack, to look after and protect Jack's widow, and four years from that memorable day he married her.

Arthur Cavanaugh is engaged to beautiful Florence O'Connell. The wedding day is set and will take place in early June.

All seem happy and contented, but people know who look on the faces of father and mother that their life holds a story.

A Soldier's Valentine.

It was only a square of paper lace
Where roses and hearts entwine,
And beneath them a loving word or two:
Only a valentine.

A frivolous thing, in an envelope
All covered with cooing doves,
Forget-me-nots, and hearts, and darts,
And little ecstatic loves.

'Twas sent by a girl who kissed it once
As she stood in the whirling snow,
Where the lights from the corner store through
the storm
Sent out a hazy glow.

But your Uncle Samuel must have guessed,
No matter what else might wait,
That letter must go, posthaste! posthaste!
From here to the Golden Gate.

For across the river and over the hills
And the prairies on it flew;
It dodged a wreck, and it entered storms,
And once 'twas the last train through.

Then forth it put to the western sea,
Where the speeding waves upcurled:
And the cupids and love-birds sailed away
To the other side of the world.



N. P. ENGINE 1217—BRO. C. W. MEYER, DIV. 238; C. D. LOCKWOOD, LODGE 172, B. OF L. F.—MRS. A. BUNDY, PHOT'R.

O wonderful scrap of paper lace!
It went to a hospital bed,
Where a homesick soldier tossed and turned
And would not be comforted.

And somehow the soldier felt that day
Soft arms, whose pressure he knew,
And home, and love, and health, and hope
Thrilled him through and through.

And he felt new love for our Uncle Sam,
Who had lent his trains and men
And ships, that the whole wide world apart,
Two hearts might meet again.

—Florence E. Pratt, in the *Cleveland Leader*.

Keep Still and Be a Force.

When trouble is brewing, keep still.

When slander is getting on his legs, keep still.

When your feelings are hurt, keep still, till you recover from your excitement, at any rate.

Things look different through an unagitated eye.

"In a commotion once," says one, "I wrote a letter and sent it, and wished I had not. In my later years I had another commotion, and wrote a long letter; but life rubbed a little sense into me and I kept that letter in my pocket against the day when I could look it over without agitation and without tears. I was glad I did. Less and less it seemed necessary

real trouble meant; it has thrown all the sham worries and make-believe unhappiness into the background."

It is a rough and tumble world, where everyone has his own private little battle ground, and he is not much of a soldier who runs over and tells his neighbor about every little scratch.

Even when the great hurt comes—the real sorrow which shall transform the world for you, keep still.

But you will keep still then. As the depths of the river rush on more silently than a shallow, chattering brook, so the real grief sweeps noiselessly over the heart, numbing its cries to silence.

Silence is a massive thing. It is strength. It is grandeur.

Do not be a shallow, babbling brook.



FOUR GENERATIONS.—Reba Price, daughter, and to the right Mrs. Price, wife of Dr. E. E. Price, of Div. 401; to the left, Mrs. Price's mother, Mrs. Stenker; Mrs. Palmer, greatgrandmother, holding the baby, Reba.—Courtesy E. E. P.

to send it. I was not sure it would do any hurt, but in my doubtfulness I leaned to reticence, and eventually it was destroyed."

Time works wonders. Wait till you can speak calmly, and then maybe you will not need to speak at all.

When you have petty little worries and vexations, don't whine about them. Keep still.

At some later day you may come to know what real trouble is.

There was once a woman who never possessed real serenity of mind, until a great sorrow came into her life, then she said: "I never knew until now what a

Be the silent, onward rushing force of a mighty river. Be the calm, serene and silent depths of ocean.

Keep still!—*Philadelphia Evening Bulletin.*

Old Gorgon Graham's Good Advice.

"It's pretty hard to know how to treat a lie when it's about yourself. You can't go out of your way to deny it, because that puts you on the defensive; and sending the truth after a lie that's got a running start is like trying to round up a stampeded herd of steers while the scare is on them. Lies are great travelers, and

welcome visitors in a good many homes, and no questions asked. Truth travels slowly, has to prove its identity, and then a lot of people hesitate to turn out an agreeable stranger to make room for it.

"About the only way I know to kill a lie is to live the truth. When your credit is attacked, don't bother to deny the rumors, but discount your bills. When you are attacked unjustly, avoid the appearance of evil, but avoid also the appearance of being too good—that is, better than usual. Surmise and suspicion feed on the unusual, and when a man goes about his business along the usual rut they soon fade away for lack of nourishment."—*Ex.*

Hunger and Ideas.

If you wish to increase your imaginative powers, says a scientist, go without food. Abstinence from food till the pangs of hunger make themselves distinctly felt will quicken your mental powers and stimulate the flow of ideas, such ideas being of a kind that agree with the regular bent of your mind.

This seems to offer good prospects not only to literary men, but also to machine makers and all those who are on the watch for some improvement or invention that will revolutionize some industry. But you must be careful or you will overdo it. Prolonged fasting, according to the same authority, creates a desire to commit some horrible crime, makes you wild and cruel. The prolonged faster becomes a prey to hallucinations, is unable to sleep and likely to go mad. In short, abstinence from food for long periods—and "long periods" is a term that varies with the individual—induces the same effects as drunkenness.

Setting Colors in Fabrics.

It is impossible to tell whether a color is fast before washing, but by far the safest plan is to "set" the color before it goes to the tub for the first time. One of the best methods for settling delicate colors consists in simply making a strong brine of cold water and salt and soaking the garment from 12 to 24 hours. Of course this should be done just before going to the laundry, and the salt should not be allowed to dry in it. This is especially good for all shades of pink and green, and colors once set this way will be bright as long as it would be possible to expect it. A strong solution of alum and water is good, particularly with blue, and the more delicate shades of brown, but its effect is not so lasting as that of salt and it is sometimes necessary to re-

new the bath after the first three or four washings. Some people recommend solutions of lead and copperas, but as both of these are poisonous drugs, it is better to avoid them.—*Chicago Daily News.*

Value of Deep Breathing.

Every inch added to the chest means more vitality. One can live for days without food or water; without air one will die in a moment. This shows the great necessity of oxygen to the system. Remember also that oxygen burns away fat.

Here is a breathing exercise that can be practiced during the daily walk. Inhale, filling the lungs, while walking five steps; hold the breath during the next five steps; exhale, completely emptying the lungs, during the next five steps. Now inhale during six steps; hold the breath during the next six; exhale during six more. Continue the exercise, increasing the number of steps each time. After a few weeks you can use fifteen steps.

Try to breathe deeply at all times—that is, make both inhalations and exhalations longer in time. Do not breathe with the abdomen, as most fleshy people do, as this increases its size. Use the diaphragm or lower chest in breathing.—*Harper's Bazar*

Raw Apples Promote Health.

Ripe, uncooked apples are among the most valuable of our fruits. It has been said that any man who can and will eat two good-sized apples in the course of every 24 hours, will never have gout, and if this destroyer of comfort has already fastened its fangs in his system, apples will vanquish even the most persistent form of this legacy of luxurious living. Raw apples are much to be preferred for health reasons to those that are cooked. Heat makes chemical changes and destroys or vitalizes an acid that seems to act directly on the lime, salts and earthy matter created in the system by gouty and rheumatic conditions.—*Farmers' Review.*

Human Temperature.

"The highest temperature in a human being that I ever had experience with," said a well-known physician recently, "was 110 degrees, and this was in a case of thermic fever, or heat prostration, a class of fevers showing the highest recorded temperatures. But medical annals cite several instances where it has reached 112 and 113, death following, of course. Generally speaking, a body temperature of 110 is a point beyond which a human

being cannot live, and this intense heat cannot be endured for more than a few hours. Such abnormal temperatures rarely occur save in victims of heat prostrations."—*New York Post*.

The Ethics of Honesty.

In the course of a speech in the House one day recently a Congressman had a good deal to say about purity of motives, honesty, etc. Col. "Ike" Hill, Democratic whip of the House, heard the speech, and later fell into a philosophic mood while discussing the oration. Here are some gems of wisdom which fell from the Colonel's lips in the course of a brief monologue: "When a man makes a parade in the daytime of how honest he is, I always suspect that he does second-story work on dark nights. The difference between a man who takes a \$10 bribe and the man who takes a \$100,000 bribe is that the \$10 man gets his. When a free and untrammelled American citizen has a vote to sell, he generally stands in the market place. There never was a politician who dast be honest with himself."

Eating for a Husband.

When the parents of a young man in Russia decide that a certain young lady would make a suitable mate for him they say nothing about the matter to anyone, but on some evening they will drop around unexpectedly to the prospective bride's home and will stay for supper. During the meal they will keep a close watch on the young lady. If she eats fast she will perform her work speedily, if she goes neatly and cleanly about her plate she will perform her work neatly and cleanly; if she does not talk much she will work and not talk and prove a faithful and obedient wife to her husband; if she prefers rye bread to white she will be satisfied with her lot; if she does not gaze and stare at the visitors she will be a wife that will not continually pry into her husband's business, and if she immediately proceeds to clean up the dishes after the meal she will bring prosperity to her husband and will be economical with his money. A most peculiar thing about the marriage ceremony is the fact that when the couple enter the church both groom and bride make a dash for the platform on which is the pulpit. It is believed that the one whose foot touches the platform first will live the longer and the children will take after that one in size, health and beauty.—*N. O. Picayune*.

Servants in Russia.

The Russian servant is hired for one year, and is told exactly what his particular duty is to be. He then sticks to that one duty. As long as each servant faithfully performs the special duties of his position all is well, but the neglectful butler or cook or coachman is sent by the employer with a written note to the police judge, who after carefully investigating the complaints has a right to order bodily punishment or to write a bad mark in the book kept for this purpose.

In great Russian households often from twenty to fifty servants are kept, and even the middle-class families have two to four. The pay of these servants varies according to the line of work. While the "chiefs" in the kitchen of wealthy families often receive £800 a year, a cook in an ordinary citizen's employ gets no more than £12 a year, and a maid of all work never gets more than £5 a year. At Easter every servant gets a present, generally a suit or dress.

Every other Sunday the servants in a Russian household are entirely free. Their work stops Saturday night after supper, when the servants leave the house not to return until the next Monday morning. The employers never ask where or how the free time is spent.

Russian servants will pilfer. Since Russian ladies leave everything to the care of the servants, the latter do as they please.

The man servants smoke cigars belonging to their masters and pay frequent visits to the wine cellars of the house, but a gentleman would consider it "demeaning" himself to prosecute a servant for this.

The Russian servants will talk about fellow servants, but never about their employers. Even when they quit one place and take service in another family they would never mention anything about their former masters. This discretion goes so far that even the law considers it. In Russia the law excludes servants as witnesses against their former or present employers, so long, at least, as these servants are not suspected of having taken part in the crime.—*London Mail*.

Servant Girls in Germany.

In Germany the government takes a hand in the servant girl problem, as it does in almost everything else, and it has succeeded in partially solving at least one phase of the difficulty. It has reduced the servant girl's "flightiness" to a minimum; she cannot change places once a week the year around. For, when she

moves, the government, represented by the police, must know all about it, and, if there is any difficulty or dispute, disagreeable questions may be asked.

Indeed, the process of employing a servant girl is a good deal of a business transaction, with a decidedly official tinge. The girl comes to your kitchen and you agree with her about the wages, and she says she will stay. Then you must go to the police station and purchase for five pfennigs (about one cent) a white card, or blank, which has spaces for all sorts of information about the new "girl." You must write down her full name, where she came from, whether married or single, her trade, whether cook, chambermaid or waitress; her birthday and year,

cult for a girl to move about, or for the master to discharge her with small cause. Should it be necessary at any time for the girl to leave, there must be more dealings with the police. The householder now buys a green blank, or card, on which he reports with the same completeness of description the departure of his servant. And there must be no delay in any of these ceremonies, else the police, who have their fingers on every man, woman and child in Germany, and know just where each individual should be at any given time, will begin making inquiries, and if you have not reported you are taken before the magistrate and fined.

All this tends to prevent the rapid cir-



GROUP OF CHARTER MEMBERS OF DIV. 636 AND VISITING BROTHERS, SOMERVILLE, TEX.
—COURTESY C. O. H.

her nationality, her religion, her own home, and if married how many minor children she has, where they are and who their guardian is. The government always looks out well for the children, and sees that they are provided for comfortably, this being the more necessary because many, perhaps most, servants are married women with typically large families. At the same time that this blank goes in, the "girl" must also send a blank, reporting her change of place. Having done all this, you must see that the girl pays her regular fees to the insurance or death fund, so that she may not become a public charge in case of her death or disablement.

All this ceremony tends to make it diffi-

culation of servant girls so familiar to every American householder, in which the Claras followed the Maggies and the Katies follow the Claras in swift succession. Nor do the German "girls" expect such deference as those in America; they are industrious and quiet; they are willing to work for little or nothing, and to do any sort of disagreeable task; but, on the other hand, not so much is expected of them as in America, and their mistresses are perhaps more tolerant. It may be added, however, that the German "girl" has her regular Sunday soldier or policeman as well as the American girl; that is a problem which even the German government cannot solve.—*Cleveland Leader.*

The Objective.

London Railway Review.

"The altered conditions of service of the last five years have knocked all the spirit out of the men," is the opinion of a correspondent writing of the locomotive department on the Midland. "Railway workers," said a speaker recently, "were going lower and lower in the scale until they were becoming part of the railway machinery, and helping to crowd their fellows out of employment." These things are true. Locomotive men on some of our railways are being reduced to mere machines, whose sole function it is to work and eat and sleep. This process has been going on to such an extent recently that the men in this department of railway life are in danger of losing their manhood and sinking into the position of mere slaves. And to what is this evil due? It is due entirely to the conditions under which the men live and work. It is due to the long hours, to the short periods of rest, to the more intense work exacted, and to the general character of the work performed. We have called attention again and again to the changes which have been brought about, and which have resulted in such great saving in mileage and expenses to the companies at the expense of the men. These results can be tabulated and their effects weighed and pondered, but the evils to which we refer are so subtle, so silent in their influence, and yet so powerful in their ultimate results that they constitute the greatest menace to the *morale* of the men and even to their physical well-being. It is for that reason that we ask the men of the locomotive department to give serious consideration to their present position and to set before themselves as an objective the attainment of the obvious remedy—an eight-hour day.

The question of long hours has ever been the stumbling block among loco. men, and we are compelled to state that, in our opinion, they have been easily deluded by the transparent device of overtime and excessive hours into falling an easy prey to a lowering of their standard of life. Not only relatively, but actually, loco. men are worse off today than they were 25 and 30 years ago. They have not only made none of the strides forward which other grades and other workmen have made, but, except in very few cases, they are actually worse off than they were. And the reasons are not far to seek. So long as they could work plenty of overtime and get a fairly decent sum at the end of the week they have been careless of the greater and more important question of the standard rate and

the standard day. As a consequence, little by little, these have been interfered with by trip rates and mileage rates, until the results which we have pointed out have been attained. Not only so, but a fatal division has been created in the ranks of the men themselves, and instead of presenting a compact and undivided front—in one organisation—they have been fighting each other, with the consequences which might naturally be expected. There can be and will be no improvement until the ranks are closed up and the men are thoroughly united on one specific remedy. Men who want "big weeks" now in preference to a shorter standard working day will find they are gradually undermining their own position, sapping their moral fibre, and exposing themselves and their fellows to grave risks of physical deterioration. The intensity of the present work demands a shorter working day. While there are numbers of drivers and firemen who cannot get a full week, there are others working 12 and 15 hours per day, and making weeks of 80 and 90 hours. More than that, and worse still, there are numbers of extra men, especially during the recent bad weather, who have been called on duty regularly at the end of an eight hours' respite for a fortnight or more, being absolutely robbed of an opportunity to do anything but work, and eat and sleep, and with none too much of the latter.

The remedy for this state of affairs is thorough organization of the men, which, when complete, shall be devoted to the obtaining of an eight-hour working day and longer periods of rest. If the eight-hour day were instituted, and each day paid for on its own basis, *i. e.*, overtime to commence at the end of eight hours, and with proper provision for mileage rates where such exist, a large number of the other evils would disappear. There is no single reform which is so urgent, or which would yield such good results. It is necessary and just in itself, and would prove of incalculable benefit to the men and even eventually to the companies themselves. It is doubtful if the cost would be more than nominal, as it would compel a better arrangement and organisation of the work, from which the companies would receive a decided advantage. The men would be improved materially, physically and morally, and we venture to assert that the gain all round would be immense. It would automatically solve many of the evils of which the men complain, and others would be lessened almost immediately. We, therefore, appeal to loco. men to "lay aside every weight" which would hinder its attainment, to cast out their individual jealousies, to

make the necessary sacrifices now, and, above all, to perfect their organisation with a view to securing as their objective the solution of this hour's question. Railwaymen of all grades plump for an eight-hour day.

National Loco. Movement.

SIR: I shall feel obliged if you will give me an opportunity to have a few words with my fellow footplate men *re* above.

I am pleased to notice that the movement is being taken up in such a good spirit, and goodness knows it is time that a start was made to make some improvement in our conditions of employment.

ion is more than confirmed by passing events) that it should be one of one plank only, and that of eight hours per day, with, of course, safeguards so far as mileage is concerned. The question of wages should be left alone for awhile. We are at the present time doing two men's work, that is, when we compare our work now and what it was ten or twelve years ago. That being so, let us go in for reducing the standard day to one of eight hours.

It is useless for the railway companies to say that they cannot afford to do anything for us. They can afford to keep a lot of useless officials at high salaries, who can go away for a month, and in some cases two or three months, without others



BALTIMORE & OHIO MAKING A NEW YARD NEAR PITTSBURG, PA.—Full Brotherhood crew manning the engine with Bro. J. F. Bainter, of Div. 379, at the throttle, and construction gang.—Courtesy J. F. B.

What with large engines, heavy loads and high speed, the lot of the footplate men has become almost unbearable. Then again the badly equipped state of some of the engines, especially those on the London & North-Western Railway, so far as brake power, repairs and sand is concerned, is to say the least a perfect disgrace to a company holding the position that company does. But nothing will be done to improve things until the men on the L. & N. W. and other railways show by proper organisation their determination to have their lot improved. So far as a programme is concerned, I have for a long time held the opinion (and that opin-

being appointed in their places. The work has gone on as well, and in some cases better, in their absence than when they were on the job. They can also afford to keep their engines in a miserably bad state of repair, which causes them to use double the quantity of coal than they would otherwise. Consequently their excuse of cannot afford better conditions to their men will not hold water. Let the directors economise in the right direction. Let them get practical men to manage the various departments. Let them do away with parsons' and managers' sons who have been pitchforked into snug positions through favouritism, and who have to

keep an army of inspectors and clerks to do slave-driving work for them on account of their utter ignorance of the work they have been appointed to do.

So, fellow footplate men, complete your organisation, push forward the movement, show the companies that you know how to manage your business and safeguard your labour.—Yours, etc.,

DRIVER.

The Trades Disputes Bill.

A meeting convened by the Trades Council in support of the Trades Disputes Bill was held on the 17th inst. at the Park Hall, Cardiff, and was well attended.

The Chairman explained that this was one of a series of meetings arranged by the Parliamentary Committee of the Trade Union Congress with the object of endeavouring to bring into unity all sections of Labour in order to place their organisations where they were prior to the Taff Vale judgment. He believed the persecution they had suffered had made Trade Unions healthier, purer, and stronger today than they had ever been. (Applause.) When they asked for support to the Trades Disputes Bill they simply asked to be put in a position of equity before the law. They asked for simple justice. (Applause.)

Mr. J. Graham expressed the opinion that the Taff Vale judgment had done good to Trade Unionism, because it had supplied the necessary incentive to push Trade Unionism in the right direction. Their friend Mr. Beasley some time ago informed his guests that he had a photograph of the vote that had been passed to him from the Labour organisations. If Trade Unionists were true to themselves they would be able to give Mr. Beasley a companion picture to the one he already possessed. (Applause.) He had pleasure in moving the following resolution: "That this meeting calls upon the Government to afford facilities for passing the Trade Union and Trades Disputes Bill, the second reading of which has secured a substantial majority in the House of Commons, and pledges itself not to support any candidate who fails to declare his intention of voting for the bill."

Mr. Richard Bell, M. P., speaking in support of the resolution, said they were told that if Trade Unions had the power they possessed prior to the Taff Vale judgment, the industries of the country would be ruined. If that were so it was remarkable the industries of the country were not ruined during the labour troubles for 30 years prior to that decision. No workman or Trade Union official wanted to strike if it could be avoided, but they did demand the power to strike and strike hard if they found it absolutely necessary.

(Applause.) Nothing more than that did they seek, nothing less than that would they be content with. (Applause.) The Taff Vale decision was in the opinion of many of them a premeditated decision. In support of this view the speaker read from a document dated the 20th September, 1898, two years before the Taff Vale strike. This document was from the Engineering Employers' Federation to Lord Wemyss and the Free Labour Association, inviting the latter to attend a conference at the Hotel Metropole to consider the new rules under which the Federation would in future be conducted. The conference would also consider a proposal to accept into the Federation other allied trades having pressing and immediate grievances with "tyrannical Trade Unions." This communication was to be considered as strictly private, and to be destroyed if not recognized. One of the objects of the Federation was to protect British trade and manufactures at home and abroad by maintaining and defending absolute freedom of contract between employers and employed, and exercising the right of conducting and maintaining their individual businesses without interference from Trade Unions either inside or outside of their works. The Federation guaranteed to provide to every firm in a dispute with a Trade Union the full average profits on a year's turnover so long as the dispute lasted. The Federation reserved to itself the right to stop the dispute at any time, and no firm engaged in a dispute must under any circumstances enter into negotiations with or acknowledge in any way negotiations from the Trade Union under the penalty of instant dismissal from the Federation. (Laughter.) That was the rule under which the management of the Taff Vale acted during the strike. In addition this conference formed a Parliamentary Committee for active work, which the speaker added, showed its real purpose, to thwart and counteract the Parliamentary efforts of the Trade Unions. Thirty-five thousand pounds were guaranteed for Parliamentary and propaganda work by Vickers, Son and Maxim. This, said Mr. Bell, showed what was in the air before the Taff Vale strike and before the House of Lords' decision. The employers were determined to bring about legislation which would cripple Trade Unions. The employers were satisfied with the Taff Vale decision, and they were using their power and influence to maintain it. Proceeding, Mr. Bell denied that there had ever been a Trade Union leader who had endeavoured or desired to interfere with the management of any concern. They did not care how the concerns were managed. What they wanted were fair conditions as

regards hours and wages and safety for those employed. (Applause.) Supposing there was a strike, and one of the strikers happened to hit another man in the eye in the street. What had the union to do with that? The union was not responsible for the control or conduct of an individual in the street, and the union should not be liable for any damages for any such conduct. The law protected the individual and punished the man who committed an assault. During the Taff strike a number of men were summoned for breaking their contracts, and were mulcted in damages to the extent of £4 and costs. There the law protected the employer. They did not desire now in the

personally and individually he had no knowledge as to this. Further, dealing with the membership of the union, Mr. Beasley said that notwithstanding the persistent efforts to force men into the union railwaymen, as a rule, did not join it, being, as he maintained, content with the terms of their service. (Laughter.) Moreover he emphasised the fact that in the case of the A. S. R. S. more than half of its funds for benevolent purposes were obtained from the public. The speaker only wished Mr. Beasley was correct in this latter statement, and went on to ask the Taff Vale manager to explain if he held it wrong in the men to endeavour to get their fellow workers to join the union,



MERRY-GO-ROUND IN GEORGIA, BROS. C. J. KEPLER, OF 493, AND W. E. CHAMBERS, OF 167, PROPRIETORS.—COURTESY K. & C.

Bill to be relieved of this part of the law. So long as the offender paid the penalty what had the union to do with it? If a member of a friendly society assaulted another man in the street the friendly society was not responsible for paying the damages. It was unjust to make unions responsible for the acts of individual members when the law already provided sufficient protection for the individual injured. (Applause.) Referring next to the evidence of Mr. Beasley before the Commission, Mr. Beasley had said he understood certain grades of his railway servants belonged to the A. S. R. S., but

how it was that his own management could be right in refusing to permit men to enter its employ unless they first signed on through the Free Labour Association. He (Mr. Bell) failed to see where the wrong was on the one side and the right on the other. He next ridiculed Mr. Beasley's statement that he did not know those among his workmen who were members of the A. S. R. S. and those who were not. It was, he added, a most singular fact that it was always the members of the A. S. R. S. who were mulcted in penalties, such as dismissal, whilst men who had been imported never seemed to be in

any trouble. A short time ago there was an accident at Abercynon. There were two engines on the train. The driver of the leading engine and the guard of the train were members of the A. S. R. S. Both had been dismissed. The driver of the second engine and the brakeman were imported men, and they had not been interfered with. That was a rather singular coincidence. Of course, Mr. Beasley did not know these men were imported and the others members of the A. S. R. S. During the current year one of the Taff men was on the Executive of the A. S. R. S. and had to attend four meetings during the year. For the first meeting he was allowed leave of absence. For the second he was given one day. When he came to the Executive and reported this the Executive communicated with the manager, and the latter replied, "Well, we will extend the leave, but he must be prepared to return when we require him." On the Wednesday he was sent for and had to go back, when really it was not at all necessary. For the third meeting he was refused leave, but at the latter end of the week was allowed two or three days. Last week, when they met for the fourth time, he was refused leave altogether, and was not at the Executive meeting. Now, Mr. Beasley could not say that that was fair treatment. There were other little straws which showed how the wind blew.

National Movement for Locomotive Men.

From the Locomotive Journal, Leeds, England, Representing Engineers and Firemen.

There was a large attendance of locomotive men at the Shepherd's Hall, Bristol, on Sunday afternoon, November 20th, on the occasion of a meeting held under the auspices of the A. S. L. E. & F. and A. S. R. S. This was arranged for the purpose of discussing the National Programme for locomotive men. Alderman J. Curle, J. P. (secretary of the Bristol Trades Council), presided. The chairman remarked that that was a unique gathering, because so far as his recollection went it was the first occasion on which they had had the two societies meeting together to consider questions of vital character. It augured well for the success of the movement that the men had turned out in such numbers. He understood meetings of that description were being held all over the country, and the one question in the forefront of their programme was an eight hours' day. That could only be done by working upon a national basis. The majority of railway directors were not very sympathetic with a movement of that kind, and railwaymen, above every other class, needed organization. (Ap-

plause.) They had only to show sufficient determination and they would achieve their ends. (Applause.) When the directors saw that the men were in earnest in this movement they would begin to listen to them. If there appeared to be division in their ranks the directors would take advantage of it and ignore their claims. (Hear! hear!) The hymn, "Now courage, working brothers," was then sung. Mr. A. Fox (General Secretary) then addressed the meeting on the National Programme. They had gone backward, he said, considerably, so far as wages and conditions of employment were concerned. They could not allow the companies to go on with a one-sided movement, which was depriving the men of the wherewithal to live, by the conditions they were imposing upon them. Each company trotted out some tit-bit of service which was better than another company gave. The apathy of the men, too, was largely responsible for the state of affairs existing. He then spoke of the eight hours' day, stating that it would mean finding employment for 12,000 more locomotive men, and owing to the increased mileage and the increased loads put behind the engines, men today were putting in as much work in eight hours as they used to in 12, and that the men were worried to death years and years before their time. He then dwelt to some extent on the long runs, quoting the one from London to Plymouth without a stop, and those who knew what engine driving meant would agree that the wonder was that they did not lose their reason before getting to the end of the journey, and he contended that the work our men were called upon to perform nowadays could not be accomplished with safety to the public. He contended that a man must not receive less than a day for each time he signed on duty, that each day must be treated separately, and that we must have a guaranteed week. (Applause.) He urged the men who were not organized to let that be their last Sabbath as non-unionists. (Applause.) Mr. J. H. Thomas, A. S. R. S., also spoke, urging that nothing would solve the unemployed question so effectively as an eight hours' day. The greatest difficulty they had to contend with was classification. On the Great Western Railway they had practically four classes of men. He would like to see classification abolished on every railway throughout the Kingdom. (Applause.) He emphasised the importance of the men being thoroughly organized. Mr. H. J. Washbourne moved the following resolution: "That we, the locomotive men of Bristol and district, hereby record our convictions that an eight hours' day is a reason-

able and just requisition, and having regard to the fact that through recent developments our work has been greatly intensified, and the prospects of promotion reduced to a minimum, we will help to work up and support the National Programme for an eight hours' day and better conditions of service generally, and we, the organized section of locomotive men, also strongly urge the unorganized to consider their position as single and hapless individuals, and to ask themselves whether they intend to join the band which has determined to raise the workers or remain in the slough of despond." Mr. H. Norman, A. S. R. S., seconded. The resolution, on being put to the meeting, was carried unanimously. "Toilers of the nation" was then sung. Mr. H. Cooke moved, and Mr. F. Price seconded, a vote of thanks to the chairman

rions kinds, I have come across several which are of a peculiar character, and a few notes concerning some of these will be interesting, not only because of the extraordinary proceedings indulged in by railway officials concerned, but also as showing how circumstances and human beings can combine to cause results which, were they not facts, would be considered by the most broadminded and experienced individuals to be absolutely impossible.

At least two accidents have occurred in which the engine and train has been travelling backwards for some distance while the enginemen where under the impression that they were travelling forwards.

About 20 years ago the driver of a Midland night express, finding that one of the big ends of the engine was "knocking," stopped to examine and tighten up near Kibworth. After the stoppage he started



ENGINE 209, BOSTON & MAINE.—BRO. LEO AUBRAY, ST. JOHNSBURY, VT., MEMBER OF DIV. 572, ON GANGWAY, AND MRS. AUBRAY IN CAB WINDOW.

for presiding, and to the speakers. Those gentlemen having responded, the largest meeting of locomotive men ever held in Bristol was brought to a close.

O, Brothers be united
And hold together close,
There's strength to us in Union,
There's weakness for our foes.
Then let us not divide, men,
But all one body be;
As one in toil and wrong, men,
So one in Liberty.

SECRETARY.

Locomotive and Railway Notes.

BY "INDICATOR."

In the course of recent researches I have made regarding railway accidents of va-

again, and then went out on the frame to watch the motion. He was so intent on this that he did not notice that he was travelling backwards, the engine having been reversed during the stop or for starting, and the fireman, concerned with his fire, seems to have been oblivious of the reversal also. The front guard thought that the backward movement was caused by setting back for starting, and then that the driver was going back a little way. His unconcern was severely censured and apparently rightly so.

The rear guard seems to have been the only one who grasped the situation, and he, although he did what he thought best, did not act as he should have done, for being on the ground halfway along the train he ran to get to his brake, and fail-

ing to do this, clambered on to the train and along to the van to put on the brakes, whereas the proper course should have been to wait for, or go to the engine and call to the driver.

The train travelled backwards on a falling gradient for more than half a mile and finished, with its speed slightly reduced by the rear guard's application of the brakes, by colliding with a coal train stopping at the station behind. The coal train driver, seeing what was happening, had got his train into motion backwards, but only sufficient to lessen the force of collision.

How the driver could be unaware that he was travelling backwards is one of those questions which probably even the ablest student of human nature would be unable to explain.

On another occasion (about 15 years ago), and for this there is some explanation, a Metropolitan engine and brake stopped by signal at Marlborough Road Station, and when started again travelled backwards and collided in St. John's Wood Station with a following train. In this case the line is in tunnel and the tunnel is divided into two, so that the up and down lines are separated; consequently the presence of the up line would be no indication to the driver, but not one of the three men with the train seems to have realised the position until they emerged into the light of the station behind, and it was then too late to prevent the collision.

A curious occurrence is recorded in connection with the Tottenham and Hampstead Railway. A Great Eastern light engine from Tufnell Park goods yard travelled to Harringay Park Station on the wrong line and collided with a Midland train. In this case two stations were passed—the platforms ought to have been sufficient indication—many bridges, and several signal boxes, yet the fact that it was on the wrong line, but signalled all the way on the right line, was not discovered until too late to prevent the collision.

A further curious accident occurred about 20 years ago at Rochdale. Owing to a large number of special trains it was decided to use the up line as a siding between two stations for the empty trains, and to work all traffic on the down line. A pilot man and pilot engine were appointed to govern single-line working. For the first trip the pilotman decided to go to the other end of the section to bring an up passenger train through before a down goods train. When hooking on to the passenger train, however, he seems to have considered that, although he had started work as pilotman, single-line working had not commenced, notwithstanding that the coal train was waiting

at the other end, and he, therefore, instructed the signalman to send him and the train he was piloting through on the proper line. The result was the natural one, for they ended by colliding with the first lot of empty vehicles shunted on to the up line for storage purposes. Thus all the safeguards of the presence of the pilotman were deliberately disregarded by the pilotman himself in a most extraordinary manner.

Meerschaum Mining in Turkey.

At present there are four districts in Turkey in which any one who so desires may enter into the business of meerschaum mining simply by paying the Ottoman government the sum demanded for a license—namely, five piasters. These districts, as described by the *Revue Scientifique*, are Sari-Sou, Sepetdji, Geikli and Menlon. The 5,000 miners already engaged in this industry are Kurds and Persians, and all of them work according to the most primitive methods. The work is carried on night and day by means of petroleum lamps, the blocks of meerschaum being brought to the surface still imbedded in their matrix. On the weekly saleday the workmen meet and sell their goods to the "luledjis" or pipe manufacturers of Eskichehir. The blocks are then taken to the town and washed, after which they are cut into suitable pieces while the matter is still very soft. Sorting and classing is then proceeded with, and the "luledjis" in their turn sell their purchases to the larger dealers, who export the meerschaum, carefully enveloped in cotton wadding. Meerschaum is composed of about 70 per cent of carbonate of magnesia, 0.25 of selix and 0.05 of aluminum.

The Fearful Price.

Dividends—profits—conquest of markets—these and similar phrases are the sacred passwords nowadays. In the minds of too many any course that tends or seems to tend to the production of material wealth is not only excusable but actually right. Cutting wages, employing children who should be at school, unsanitary factories and stores, defiance of law, bribery and corruption—anything and everything, provided only that wealth is produced.

What a miserable bestial blindness! What a loathsome confusing of means and end! What a repulsive forgetfulness that wealth is only valuable, only desirable, only tolerable, in so far as it produces and tends to produce men and women clothed in the full dignity of the human race!—*Saturday Even'g Post, Philadelphia.*

● Legal News ●

Supreme Court Decision in the Johnson Case.

Johnson was a freight brakeman, and at a little station in Utah had his arm smashed while trying to couple a locomotive to a dining car. He brought suit and lost in the lower courts, but won in the Supreme Court. Chief Justice Fuller delivered the opinion of the court.

Case determined on the merits without determining the question of jurisdiction, as between the writ of error or the writ of certiorari. Pullman Car Co. vs. Transportation Co., 171 U. S. 138, 145. Quotes sections 1, 2, 6 and 8. Cites in substance the opinion of Sauborn and Lockwood and also the dissenting opinion of Thayer: "We are unable to accept these conclusions which appear to us to disregard the plain intention of Congress to defeat the object of legislation and to be arrived at by an inadmissible narrowness of construction."

The preliminary question is whether locomotives are required to be equipped with automatic couplers, "and it is not to be successfully denied that they are so required if the words 'any car' of the second section were intended to embrace and do embrace locomotives." But it is said that this cannot be so because locomotives were elsewhere in terms required to be equipped with power-driving wheel brakes, and that the rule that the expression of one thing excludes others, applies. That, however, is a question of intention and as there was special reason for requiring locomotives to be equipped with power-driving wheel brakes, if it were also necessary that locomotives should be equipped with automatic couplers, the word car would cover locomotives, then the intention to limit the equipment of locomotives to power-driving wheel brakes because they were separately mentioned could not be imputed. Now it was as necessary for the safety of employees in coupling and uncoupling that locomotives should be equipped with automatic couplers as it was that freight and passenger and dining cars should be, perhaps more so, as Judge Thayer suggests, "Since engines have occasion to make couplings more frequently."

Tested by context, subject matter and object, 'any car' meant all kinds of cars running on the rails, including locomotives, and this view is supported by the dictionary definitions and by many judicial decisions, some of them having been rendered in construction of this act. (Citing Winkler's case, 53 Am. Repts. 70; Fleming's case, 131 Nor. Car. 476, etc.) "The result is that if the locomotive in question was not equipped with automatic couplers the company failed to comply with the provisions of the act. It appears, however, that this locomotive was in fact equipped with automatic couplers, as well as the dining car, but that the couplers on each, which were of different types, would not couple automatically by impact

so as to render it unnecessary for men to go between the cars to couple and uncouple.

"Nevertheless the Circuit Court of Appeals was of opinion that it would be an unwarranted extension of the terms of the law to hold that where the couplers would couple automatically with couplers of their own kind that couplers must so couple with couplers of different kinds. But we think that what the act plainly forbade was the use of cars which could not be coupled together automatically by impact by means of the couplers actually used on the cars to be coupled. The object was to protect the lives and limbs of railroad employees by rendering it unnecessary for a man operating the couplers to go between the ends of the cars, and that the object would be defeated not by the mere use of automatic couplers of different kinds, but if those different kinds would not automatically couple with each other. The point was that the railroad companies should be compelled respectively to adopt devices whatever they were which would act so far uniformly as to eliminate the danger consequent on a man going between the cars."

If the language used were open to construction we are constrained to say that the construction put on the Act by the Circuit Court of Appeals was all gether too narrow. The primary object of the act was to promote the public welfare by securing the safety of employees and travelers and it was in that aspect remedial; while for violation a penalty of \$100, recoverable in a civil action was provided for, and in that aspect it was penal. But the design to give relief was more dominant than to inflict punishment, and the act might well be held to fall within the rule applicable to statutes to prevent fraud upon the revenue and for the collection of customs. That rule not requiring absolute strictness of construction. Citing Taylor's case, 3 Howard 197. The Court referred to Lacher's case, 134 U. S. 624, in which case the Court quoted from U. S. vs. Winn, 3 Sumner 209, quoting Justice Story referring to the rule that penal statutes are to be construed strictly:

"I agree to that rule * * * the apparent policy and objects of the legislature."

Tested by these principles we think the view of the Circuit Court of Appeals, which limits the second section to merely providing automatic couplers and ignores the words "coupling automatically by impact and which can be uncoupled without the necessity of men going between the cars," cannot be sustained.

We dismiss as without merit the suggestion that the words "without the necessity of men going between the ends of cars," which are the test of compliance with section 2, apply only to the act of uncoupling. The phrase literally covers both coupling and uncoupling, and if read as it should be with a comma after the word "uncoupled," this becomes entirely clear. Citing Chicago, Milwaukee & St. Paul vs. Voelker, 129 Fed. Rep. 522; U. S. vs. Lacher, *supra*.

The risk in coupling and uncoupling was the evil sought to be remedied and that risk was to be obviated by the use of couplers actually coupling

automatically. True, no particular design was required, but whatever the devices used they were to be effectively interchangeable. Congress was not paltering in a double sense, and its intention is found in "the language actually used, interpreted according to its fair and obvious meaning." Citing *U. S. vs. Harris*, 177 U. S. 309.

That this was the scope of the statute is confirmed by the circumstances surrounding its enactment as exhibited in public documents to which we are at liberty to refer. *Binns vs. U. S.* 194, U. S. 486-495. *Holy Trinity Church vs. U. S.* 143, U. S. 457-463. (The Court in the opinion refers to Harrison's messages of 1889, 1890, 1891 and 1892. Senate Report 1st Session of the 51st Congress, and the House Report of the same session, are referred to.)

"The diligence of counsel has called our attention to changes made in the bill in the course of its passage and to the debates in the Senate on the report of its committee. (24 Cong. Rec., Part 2, pp. 1246-1273, and following pp.) These demonstrate that the difficulty as to interchangeability was fully in the mind of Congress and was assumed to be met by the language which was used. The essential degree of uniformity was secured by providing that the couplings must couple automatically by impact without the necessity of men going between the cars.

In the present case they did not work together. Johnson was obliged to go between the cars and the law was violated. March 2, 1903, an act, an amendment of the act of 1893, was approved, which provided among other things that the provisions and requirements of the former act "shall be held to apply to common carriers by railroads in the territories and the District of Columbia, and shall apply in all cases whether or not the couplers brought together are of the same kind, make or type;" and "shall be held to apply to all trains, locomotives, tenders, cars and similar vehicles, used on any railroad engaged in interstate commerce." This act was to take effect September 1st, 1903, and nothing in it was to be held or construed to relieve any common carrier "from any of the provisions, powers, duties, liabilities or requirements," of the act of 1893, all should apply, except as specifically amended.

As we have no doubt of the meaning of the prior law the subsequent legislation cannot be regarded as intended to operate to destroy it. Indeed the latter act is affirmative and declaratory and in effect only construed and applied to the former act. (Citing *Bailey's case*, 21 Wall. 284; *U. S. vs. Freeman*, 3 How. 556; and *Copp's case*, 137 U. S. 682.) This legislative recognition of the scope of the prior law fortifies and does not weaken the conclusion at which we have arrived.

Another ground on which the decision of the Circuit Court of Appeals was rested remains to be noticed. That court held by a majority that if the dining car was "empty" as the court said, and had not actually entered upon its trip, it was not used in moving interstate traffic and hence not within the act. The dining car had been constantly used to furnish meals to passengers between San Francisco and Ogden, and for no other

purpose. On the day of the accident the east-bound train was so late that it was found that the car could not reach Ogden in time to return on the next westbound train, as intended; and it was therefore dropped off at Promontory to be picked up by that train as it came along that evening.

The presumption is that it was stopped for the return, and as it was not a new car or a car just from the repair shop on its way to its field of labor, was not an "empty" as that term is sometimes used. Besides, whether cars are empty or loaded the danger to employees is the same, and we agree with the observation of District Judge Shias in *Voelker vs. Railway Co.*, 116 Fed. Rep. 867, that "it cannot be true that on the eastern trip the provisions of the act of Congress would be binding upon the company because the cars were loaded, but would not be binding upon the return trip because the cars were empty." Counsel urges that the character of the dining car at the time and place of the injury was local only and could not be changed until the car was actually engaged in interstate movement, or being put into a train for such use, and *Coe vs. Errol*, 116 U. S. 517, is cited as supporting that contention. In *Coe vs. Errol* it was held that certain logs cut in New Hampshire and hauled to a river in order that they might be transported to Maine, were subject to taxation in the former state before transportation had begun.

The obvious distinction between merchandise which may become an object of interstate commerce or may not, and an instrument regularly used in moving interstate commerce which has stopped temporarily in making its trip between two points in different states, renders this and like cases inapplicable.

Concededly this dining car was under the control of Congress while in the act of making its interstate journey, and in our judgment it was equally so when waiting for the train to be made up for the next trip. It was being regularly used in the movement of interstate traffic and within the law.

Finally, it is argued that Johnson is guilty of such contributory negligence as to defeat recovery, and that therefore the judgment should be affirmed. But the Circuit Court of Appeals did not consider this question, nor, apparently, did the Circuit Court, and we do not feel constrained to determine whether it was properly involved, or if so whether it should have been left to the jury under proper instructions.

The judgment of the Circuit Court of Appeals is reversed; the judgment of the Circuit Court is also reversed and the cause remanded to that court with instruction to set aside the verdict by ordering a new trial.

Personal Injuries.

BY H. O. LEDGERWOOD.

Until there is government or state ownership of railways, with its humanitarian way of considering injuries received in its service, and until such ownership shall become an accomplished fact, the subject of personal injuries and compensation

therefor must be one of continuing and very great importance to railroad men, their families, and society at large. To society, for it has a direct interest in the subject, there being a duty (not well defined at present) upon it to see that one who causes loss of life, limb, health or reputation to another of its members fully compensates that other for such loss. A duty this is, and not a mere passing interest it has, or a privilege it grants, and in the future such it will be recognized. It is therefore, perhaps, permissible to say a few words upon this important subject, too much neglected in the different orders and their journals, and almost never touched upon in schedules and contracts.

One of the saddest of sights to a man able to appreciate the strong, manly and self-reliant feeling of the average railroad man in good health, is that of a maimed ex-railroad man, with his crutches, crouching in a helpless, dependent attitude upon our streets begging alms of the passer-by. The sight is one calculated to make a man who is at all thoughtful weep for sympathy for a people who labor under such a social system as makes this necessary or possible. God speed the day when we shall have left such conditions in the past.

And yet, the report of our Interstate Commerce Commission, recently issued, gives us no hope of a remedy for this condition from the railroads themselves. The charges it contains of criminal neglect on the part of railway managements in the construction, maintenance and operation of their railways, and its information as to the alarmingly large number of deaths and of injuries to railroad men each month, make one feel the justice of its statement that "the mere continuance of the record, though it be no worse than in former years, is a disgrace to the American people, painful to any careful observer."

The average of intelligence, sobriety, painstaking care and loyalty among the employees is higher now than at any time in the past, so that the increase in the number of injuries cannot fairly be said to be due to the negligence of the men engaged in the work of operating the roads. It may, however, be accounted for by the reckless determination of the managements to make a show of profitable operation, better than that of their predecessors in authority, for the year, regardless of how many cripples, widows and orphans are made in order to do it. Of all the abominable features of private management of railroads, the one of judging the head of a department each month by the paper record he keeps in miles, dollars and cents is, we think, the most far-reaching and insidious, yet disastrous in its effects upon the head of the department as well as upon all of the men under him. This determination characterizes all private managements of today, and is behind every one of the acts and neglects to which most of the more serious accidents on railroads are traceable as efficient causes. Of course, so long as our public utilities are operated primarily for profit this will (we do not say must needs) be so.

Enough here for the causes. A word or two

now as to the results. Each month in our country are made hundreds of widows and orphans and thousands of serious cripples. These, without any warning or preparation, are turned out upon the world (not so cold and heartless as it is often pictured, or as are the causes of their misfortunes) to battle with it, and to sink or swim, to starve or to survive, as may be; what care the managements. Under stress of dire necessity the most virtuous man or woman is not so strong in his effort for the right, and how many of these unfortunate ones fall! How many of the tender women and sweet little children, whose lives should be filled with something of the sunlight, grope about in the darkness and in squalor and misery because of these misfortunes! The society which makes it possible is in radical need of reformation.

One other result of this thing is the large and expensive litigation arising out of it; the greater part of it, the country over, necessitated by the determination on the part of the heads of the law and claim departments of the railway to keep their expense for the year down to a minimum, to fix a low price on legs and arms and lives, and to make personal records. This litigation is too often favorable to the railroad in its results, by reason of undue influence, unfair methods, and an erroneous idea of what strict justice demands upon the part of legislatures and courts, though this is, happily, not universal. Too often a deserved success leads those in authority to deny or to crush out a meritorious claim or suit, as well as to use the example of a fraudulent claim or suit to create an erroneous idea in the minds of jurors as to the general character of suits and claims against railroads, a most unfair and unmanly proceeding. The bribery, perjury and subornation inspired and provoked by this litigation are so disastrous in their effects upon society, that it should turn readily to any expedient promising relief.

As to the remedies for this condition of affairs, which no one man can remedy, let us suggest that they must come through united and not individual effort. Therefore, each railroad man, no matter in what branch of the service, should at once ally himself closely with, and work for, the success of the organization representing his line of work. He should preserve his faculties unimpaired, and work with energy, judgment and fearlessness. For the loved ones who look to him, he should provide by being watchful, carrying some insurance for emergency use by himself or by them, saving his earnings, and instructing them in advance as to just what action to take in case of his death or disability.

So long as he can do so, having regard to strict justice as between his employer and himself and family, he should consult and work to its best interest; but when this results in injury to him, it then becomes his duty to himself and family to protect them. If the injury be slight, he should address himself to resuming work as soon as is consistent with his own physical good, and should accept the terms of the company on which he may resume work without incurring its enmity.

If the injury be serious, and such as to make it

probable that his services will no longer be profitable to his employer, then it becomes his plain duty to act at once upon the assumption that his bodily misfortune is added to by the further one of having had his connection with his employer severed. In order to protect himself against the rapid and radical changes on railroads, in men, material and machinery, he should, if possible, get possession of the defective part or appliance responsible for his injury, and should see that all of the facts with any bearing upon the cause of his injury are fixed in some mind upon which he can rely in case of need for them. In view of the abuses of statements made by an injured person, always construed most strongly against him, it is unwise to make any, even to fellow-employees, who, guided by an erroneous idea of what their self-interest dictates, may misinterpret or misquote them. In case of injury at all serious, medical attention which is withheld until the suffering man has signed a written statement, not as to the extent of his injury and suffering, but as to the liability of his employer, should be refused.

While the talent of the company is busily engaged in determining, protecting and fortifying its rights and interests, good business judgment dictates that he should ascertain, protect and fortify his own. And when special skill, knowledge or ability is needed, the company seeks it; so should the employee. In the spirit which pervades the action of the employee and that of the company, nothing even approaching unfairness should enter into the effort of either to protect himself; but that self-interest and zeal for the employer often lead employer as well as employee from the path of strict moral rectitude is so well known a fact that to ignore it, and to fail to protect one's self against its possibility, would be remissness of duty to one's self.

When once his rights are determined, protected and fortified, the law, which is said to be the perfection of human reason, will protect and enforce them even though the employer does not recognize them. Each railroad man owes it to himself, to his family, and to society that he should preserve and use all of his faculties and members. To his family, especially, he owes the duty of collecting compensation for a deprivation of these faculties or members. Organized society provides for this, and the one guilty of this deprivation, the wrongdoer, should not be allowed to determine whether the duty will be performed or the right exercised.

Lastly, one of the most important and yet the most neglected duty owed by railroad men, is that to themselves, their families, their orders and society at large, of seeing to it that no dishonest or fraudulent claim or suit for damages by a fellow railroad man is successfully prosecuted. Those men whose selfish interests would lead them to sacrifice their names, their organizations, their families and friends, and make their very occupation one to be sneered at, by fraud and perjury, are not worthy of membership in any railroad men's organization, or of fellowship with honest people, and should be weeded out as quickly as possible and kept out. But to the

widow, orphan or cripple with a meritorious claim, each man owes his active support and assistance in their suits and claims, at least so far as is consistent with the duty of the employee to himself and family.

Lawyer's Abusive Argument Loses Case.

The Supreme Court of Illinois has just reversed a personal injury case on the ground of an attorney's abuse of his privilege of argument to the jury. In this case (*Wabash R. Co. vs. Billings*, 72 Northeastern Rep. 2), the attorney used this language: "These powerful railroad corporations ignore the rights of citizens, maim or kill them at pleasure, and then bring in their employees to swear them through; most of the witnesses for the defense were employees of the defendant and had to swear the way they did or lose their jobs, and they ought not to be believed for that reason." It was held that the evil of these remarks was not cured by the admonition of the Court to disregard them. The conduct of the attorney was characterized as "wholly indefensible."—*Railway World*.

Railroad Men Imprisoned in France.

The Criminal Court of the Seine, at Paris, France, on December 17, convicted the four trainmen who were responsible for the catastrophe on the Metropolitan Electric Underground Railroad in August, 1903, resulting in the loss of sixty-five lives.

Conductor Joffroy, who was in charge of the train, was sentenced to a month in prison and \$400 fine. Renaud, superintendent of the-depot, whose lack of calmness precipitated the panic, was sentenced to a month's imprisonment and \$400 fine. Chauvin and Cavayle, motormen, were let off with fines of \$600 and \$400, respectively, as they suffered permanent injuries.

A Duty for the Legislative Board.

ST. JOSEPH, MO., Jan. 8, 1905.

EDITOR JOURNAL: I herewith quote part of statutes of Missouri, which I wish would appear in the JOURNAL, so our brothers, sisters and mothers will know about it:

"If an unmarried man over 21 years of age is killed by the negligence of his employer, or fellow-workman, in the state of Missouri, there is no one who may sue such employer for damages on account of such death. See R. S. of M., 1899. Sections 2864, 2865, 2866. Present law."

This leaves the aged father or mother who may be depending upon such a son for support without redress, in court.

This should be remedied by appropriate legislation, authorizing the dependent relatives to seek redress in such cases. Such a case under this law has just been tested by the death of a fireman.

Hoping our Brothers will give this their immediate attention I remain,

A BROTHERHOOD ENGINEER.

Correspondence.

All contributions to our Correspondence and Technical columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer to insure insertion.

We shall be glad to receive articles on any subject of general interest to the fraternity.

All communications are subject to revision or rejection, as the Editor may deem proper.

The Editor does not assume responsibility for the opinions expressed by contributors in this department. C. H. SALMONS, Editor and Manager.

Sighs for Southern California

I sigh for Pasadena,
Where flowers are aglow,
I long for Catalina,
Away from frost and snow;
I'd like to view the roses
Profusely growing round,
Where frozen ears and noses
Are nowhere to be found!

The zephyrs tripping lightly
In orange groves along,
And sirocco so sprightly,
Are musical with song;
While here the roaring blizzards,
With devil's-fury rife,
Come tearing round our gizzards,
And cut us like a knife.

Grand lemon trees in blossom
I dream of every night,
I press them to my bosom,
In darling rapture tight;
But briefly I enjoy them,
The pelting of the gale,
Abruptly makes me fly them,
To fight the wintry rail.

In Redlands—holy father!
'Tis there I'd like to be,
Than Heaven I would rather
That glorious place to see!
But hummocks round me growing
And cold chills in the air,
And frost and constant snowing
Denote I'm far from there.

Oh, land divinely blooming
With flowers rich in hue!
Oh, skies that know no glooming
To shade their deepest hue!
Oh, mountain peaks sky kissing!
Oh vales of Paradise—
Alas, such sights I'm missing.
Here 'mid the snow and ice.

I sigh for Pasadena,
Where flowers are aglow;

I long for Catalina,
Away from frost and snow.
But what's the use in sighing
For God's most favored clime,
While here with cold I'm crying,
And crooning out this rhyme?

—SHANDY MAGUIRE.

Trouble and Triumphs of Travel.

BY SHANDY MAGUIRE.

[Continued from January JOURNAL.]

The delegates from this section of the country had their grips in their hands and across-the-continent gaits on them on the day I got Kelly's letter. I also got several letters of inquiry to know the route I intended taking, notably so from Mrs. Ben Evans, which came near getting me "snug up in a corner," as the song says. This letter expressed the hope that we would all go by the same route, and it forecast a delightful time, not only in transit, but in taking in the California sights in each other's company; that is, Mrs. Evans and my beloved.

When I arrived home I was asked: "How is it that Mrs. Evans is not afraid of the Desert and its terrors, held up in such a fearful light to me?"

That question required an answer without one moment's hesitancy, and if I failed to reply properly I was lost.

I said: "The atmosphere around Rensselaer is pretty much like it is out in Arizona and New Mexico, owing to the old abattoirs, gas houses and oil refineries on that side of the Hudson River, and she is case-hardened to anything in the shape of a forty-mile-an-hour sand blast on that account, and the Desert has no terrors for her."

The matter was discussed no more just then. I don't know whether she believed me or not. I had my doubts, from signs I saw, the same as on other occasions, mantling the bloom of her lips, when I considered myself closely cornered.

About those days I used to take my troubled mind to bed with me, and hug it as closely into my breast as if it were a blooming bride. I had the route by the various roads all studied out, and about the time that the trains were in trans-

mountain states, rattling along towards the coast, I was almost sick thinking of the blasted anti-pass agreement between railway officials that held me captive behind. I would not pay our fare to go, owing more to the life-long prejudice I held against buying stock in the passenger department of roads than a miserly feeling of self-denial. My better half had no such scruples, and would insist on going at any cost, only that I worked the Desert racket all it would stand.

On the 5th of May, six days before the public opening of the sixth biennial in Los Angeles, Bro. Frank Townsend, a passenger engineer on the Lackawanna, running between Binghamton and Oswego, N. Y., came into the Oswego yard with his train, and as he always can give a man intelligent answers to any questions he is asked, I went up to him as he was standing at the water tub and said:

"Frank, on what conditions did the delegates from our road go to the convention as regards transportation?"

"They went on passes for themselves and wives."

"What?" said I, in a voice he very distinctly heard above the popping of his engine, which was sufficiently loud to blow the clouds off the sky.

"I told you, and you heard me."

"Who furnished the passes?"

"General Superintendent Clarke."

I was knocked galley west with the news. It was entirely unexpected. I was shaping my actions regarding going by the news given me by New York Central men, and never gave any thought to home folks at all.

I sat at my desk and wrote our General Superintendent inside ten minutes after talking with Townsend, requesting a pass for myself and wife to Los Angeles and return. Inside twenty-four hours I got this reply:

"Your letter received. I have requested passes in favor of yourself and wife to California and return, but fear it will be some time before they are received, as some of the passes have to be obtained from a considerable distance.

Yours truly, T. E. CLARKE, G. Sup't."

When I read that brief note, I became frenzied about the head and wanted to jump skyward to exhaust some of my suddenly generated enthusiasm. I was like some poet's description of how he felt when he got his first kiss from his heartache:

"I felt the pressure of her timid kiss;

What then to me were groans or pains or death?
Earth was a round of bliss;

I seemed to walk on thrones."

On this occasion I ran, yes, as swiftly as my legs could carry me, to my humble domicile and darted in through the open door. My eyes no sooner beheld my old girl than I screamed out, utterly regardless of her alarmed look at my excited appearance: "Get ready for California!"

I had a nervous collapse on my hands in short order, and I began to think I was a close relation to the quarryman who was selected by the boss to break the sad tidings in a gentle manner to a woman whose husband had been killed. He did it this way:

He knocked at the door. A lady opened it.

"Are you the Widow Nolan?" said he.

She replied: "My name is Nolan, sir, but I am not a widow."

"Indeed you are, ma'am; here comes Larry home on a door to you."

In a little while I was asked: "What do you mean about getting ready for California?"

"Listen." Then I read Mr. Clarke's letter, and at its conclusion I was asked:

"And what about the Desert?"

"Oh, blast the Desert! Don't let that bother you. I have learned today that it is only in September that there is any inconvenience crossing it."

"Are you deceiving me?"

"That's a thing I never did since I paid his reverence 10 dollars to couple you on to me, and it is too late to do it now."

"When do we start?"

"It will take about ten days to get the passes here. The convention will be but about as many days old when we shall arrive there, and it will be about the right time to reach there as the crowd of visitors will be all fairly well scattered to other places sightseeing by that time."

Life had assumed a more genial enjoyment for me when I found it possible to get to the coast; and in the evenings of beautiful May, when the trees were burgeoning out in leafy bloom after a severe winter's nakedness, we used to sit in the gloaming, talking of the coming trip with sincere pleasure. I brushed up my geography, and related the experience I had of mountain climbing at the time of the Denver Convention, when the Union Pacific gave us an excursion to Silver Plume, up the celebrated loop route, where the altitude was such that it was distressing to even think laboriously. I did not know of the route we were to take from Chicago, as I could not look a gift horse in the mouth. I was satisfied to get there going any old way, but I presumed on going by the way of Marshall Pass or the Royal Gorge, and I used to be fluent telling of the ascent of the trains crossing the mountains, going up from the green of the fields to timber line and above it, yet ascending towards perpetual snow line, reaching the summit, and then going down the other side, every mile taking us nearer to that beautiful clime of perpetual summer and verdure and the Pacific Ocean, and impatiently awaiting Mr. Clarke's passes.

On the evening of the 10th, as usual, we were at the same subject without the slightest diminution of interest, I leading:

"About now there is a mighty throng in the rotunda of the Hollenbeck hand-shaking, kissing and hellingo. How I wish we were there!"

"Yes, indeed," she replied, "And if you only made an effort to get there on time you might have been one of the crowd, and I another. You think you are smart, but you have lots to learn, and the quicker you begin to remember that 'God helps those that help themselves' the better off you will be."

That was a dig in the ribs, and I knew why I got it. I was preparing to get back when ting-a-ling-a-ling went the 'phone bell. I put the receiver to my ear and was asked, "Is this 24?"

"Yes."

"This is the Postal Telegraph office. I

have a message for you. Do you desire it sent up or will you take it now?"

"I didn't attach much importance to it so I replied, 'Fire away.'"

"Your letter to R. W. Kelly. Call at Railway Exchange Building, Chicago, where you will find pass for yourself and wife from there to Los Angeles and return. (Signed) A. G. WELLS."

I hung up the receiver and said: "Did you hear that?" My face, nerves and voice being in about the same condition they were when I got Mr. Clarke's letter.

"Oh, yes; don't talk so terribly loud. If I were dead I could hear you. What does it mean?"

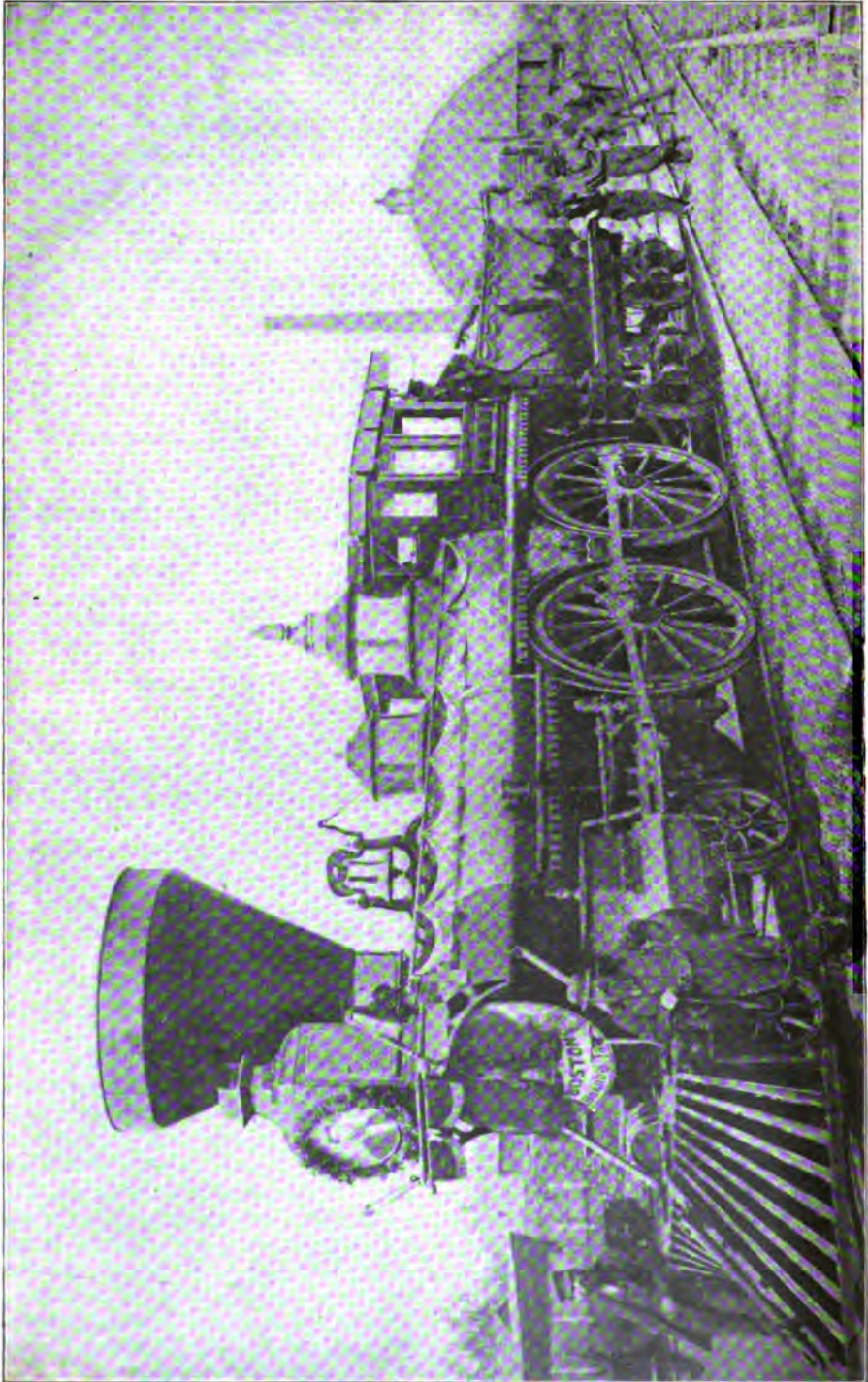
"It means that we go to California by the Santa Fe. That a pass for us has been wired me from Los Angeles by Mr. A. G. Wells, the General Manager; and it means furthermore that you have just two days to get ready, as I will have my arrangements made by that time.

(To be continued.)

A Noted Excursion.

DETROIT, MICH., JAN. 3, 1905.

EDITOR JOURNAL: Owing to the fact that the B. of L. E. was organized by engineers on the M. C. R. R. at the time Mr. A. S. Sweete was Superintendent of Motive Power, some of your readers may imagine him a tyrant without an equal, which is decidedly wrong. There is no doubt that when he first came to Detroit some good men lost their jobs, just as they did on every road when there was a change of officers; but as a man, I guess he would stand equal with the best officials of his time. The writer first came directly under Mr. Sweete's supervision in 1869, having been transferred from Marshall to Detroit, and continued to serve under him until he died in 1873, and knows of many acts of kindness and charity of his, for few engineers went to him with a hard-luck story and were turned away; but they never had to ask their neighbors what the "old man" thought of them, as they were informed before the interview closed. His advice to young



ENGINE RUBY, DECORATED FOR THE BOSTON BOARD OF TRADE TRAIN, 1870.

men was, don't drink; just so much as you do, just so much it will drag you down.

Mr. Sweete was devoted to his family and an active member of Detroit Commandery, K. P., and a vestryman of St. Paul's P. E. Church, in which he took much interest, and to show that he swore from habit, not because he was vindictive towards his men, I will relate the following:

With the late Bishop McCloskey, he was superintending the trimming of St. Paul's for Easter service, and he caused ladders to be spliced to reach the high Gothic ceiling; but when raised, they were too short to reach the point he desired, which vexed him, and turning to the Bishop he said, "I didn't think the G-d d-n church was so high!"

On another occasion after one of the usual stormy interviews with a young engineer, he asked what he had to say, to which the poor fellow replied: "Mr. Sweete, you have abused me the meanest and used the best language I ever heard," and he went right back to work; and of eight locomotive superintendents that the writer has served under, Mr. Sweete was quite up to the average from the employees' point of view, and when he died there was not a man in his employ who did not feel that he had lost a personal friend. The picture was taken shortly before that sad event.

In my mind, his greatest fault was in not investigating a case more thoroughly before passing judgment. But he was in service as an official when all of his class presumed to have a right to run his business in his own way, and to hire and discharge whom and when he pleased. The practice of all officials in that period was of a character to make men desire some means of guarding their personal interests, make their places more secure as employees, and conditions of service better in all respects, and they joined together for this purpose, and the B. of L. E. is the result; but it does not necessarily cast any reflection upon Mr. Sweete, who was serving during the constructive period, when all men con-

nected with railroads were in school, and the one who was a dull student was superseded by others with better talents. But Mr. Sweete remained, while he lived, and during the time of his service saw great advances in all direction, and when the time came for the wonderful feat of going by rail from Boston to San Francisco, none were more interested than Mr. Sweete, who supervised the decoration of the engine "Ruby," which pulled the Boston Board of Trade train from Detroit to Chicago, and I believe this was the first solid train from Boston to San Francisco. The decorations on the engine were such as the best decorating artist could bring out. The stack was painted so as to represent a crimson drape with gold fringe and looped up with cord and tassel. The picture of Mr. Jas. F. Joy, President of the M. C. R. R., was in the head lamp. The false front end was a picture of the landing of the Pilgrims on Plymouth Rock. The shields between the drivers were a copy of the great seals of the States of Massachusetts and California. The side of the tank was a picture of Eagle Rock on the line of the U. P. R., and on the four lower corners of the tank a birdseye view of the cities Detroit, Boston, Chicago and San Francisco. Owing to the train being heavy, a double-header had to be used.

Engineer George Roby had charge of the "Ruby;" he stands at right of pilot, and Thomas Kent, who ran the engine "Persian," at the left. They were both members of Div. No. 1. At one time Mr. Sweete rode with the engineer to Chicago.

The "Ruby" was a Manchester engine and of course without lubricator, air brake and other later improvements.

I recall a poem that appeared in the B. of L. E. JOURNAL on this occasion, composed of eleven verses, by the C. E. of Div. 18, the last four reading, viz.:

"From proud New England's boasted Hub,
By you, on iron bands;
The Board of Trade in one short week,
In San Francisco lands.

"Then honor them who guide and guard,
As well as them who feed;
And labor faithful night and day,
On this metallic steed.

" Their watchful eyes and steady nerves
Guard well the rushing train ;
Which brings to fond and anxious ones,
The loved one home again.

" Then recognize and treat them well,
And assist them in their course ;
That they may be the best of men,
Who guide the iron horse."

C. A. HARKINS, Div. 1.

Why These Seventy-Six Names?

ROCHESTER, N. Y., Jan. 12, 1905.

EDITOR JOURNAL: Why do so many allow themselves to get in arrears for dues or assessments? Seventy-six names in the January JOURNAL as expelled or suspended for non-payment of dues or assessments, and I would be willing to wager that the majority of those seventy-six Brothers will be scrambling to get back into good standing again. Why, then, allow yourselves to become delinquent?

The railroad company pays you promptly for your services, why not pay your dues and assessments just as promptly? If paid monthly, when you receive your pay check, the expense is hardly noticed, but when you pay for several months at one payment, it "pulls."

Remember that it takes money to keep the Division going. It takes money to pay the Grievance Committee and they earn every cent they get.

Remember the B. of L. E. makes it possible for you to get the wages you are getting. Without the B. of L. E. you would only have been able to earn laborer's pay, \$1.50 per day. To the B. of L. E. you are indebted for all you get over and above \$1.50 per day, and it took money to do it.

Do you begrudge the small amount it costs each month to keep the ball a-rolling? If you do, you should have no place in the organization and by rights should be obliged to work for the \$1.50 per day.

Did you ever stop to think how much it costs to get a schedule? You will be surprised if you have not thought about it and will wonder how it was done at so little expense to each member. If the dues and assessments are not paid, it

means no Division, and that means no schedule, and no schedule means take what they choose to give you and say nothing, and that means, "Each one for himself, and the devil take the hindmost."

Go to the Division meetings and take an interest in what business comes up. It is your affair; why do you leave it for some one else to look after? It has been said that nine out of ten railroad men are incompetent to attend to their own business affairs. The Division is a mighty important business affair of yours, if you only know it. Why not look after it? It means dollars and cents to you. The Division makes it possible for you to pay the grocer and the baker and the candlestick maker. It makes it possible for you to provide a good and comfortable home for your family and to enjoy many luxuries. If that is not important affairs of yours, what is? And remember, the dues and assessments are the price you pay for the privilege of being able to do these things. It takes money "to make the mare go," and to keep the Division going, and the Division makes it possible for you to pay your dues and assessments to the Division.

"When a fellow has spent his last red cent,
The world looks blue, you bet!
But give him a dollar and you'll hear him holler,
There's life in the old world yet!
For money's the comforts afte'-all,
No matter what the cynics say;
And the world will stick to you when you fall,
If it finds you can pay your way."

The Division will stick to you, too, when you fall by the wayside, if you will only keep square on the books.

Pay up, Brothers, and don't let your name go into the list of expelled for non-payment of dues. Remember the 47,000 members in good standing, each and every one of them will have a JOURNAL with your name in the expelled list. How pleasant to have some acquaintance meet you and greet you with, "Hello, Tom! I see your name in the JOURNAL as being expelled for non-payment of dues. What's the matter with you? You are working every day. Can't you pay your just debts?"

Don't go to making excuses then, for anything you can offer will sound untrue, but walk up to the captain's office and settle and be a man among men and pay up promptly in the future for the benefits you have received and are receiving daily.

Fraternally yours, B.

The Embryo Engineer.

My father he's an engineer,
'N' so am I, or pretty near.
That's the railroad yards, right over there,—
You kin see the roun'house from the stair.
Ma's allus got an eye on me—
She's just as skeery as kin be.
Why, 'f I so much as *teck* the gate
She hollers: "George, you come back, straight!"
If ever I c'd reach that track
I wouldn't hurry ter come back.
Ma's so 'fraid—but that's all truck!
Even my school—it's just my luck—
Lies east of here, instead of west—
Where the railroad runs. [You kin guess the rest.]
My mother's pretty smart, you know,
An' when it's time fer me ter go
Ter school she stands right at the gate
'N' says, "Look out you aren't late.
You come straight home, don't stop to play;
Don't be kept after school today."
I'd almost dareter, anyway,
Go down there in the yards 'n' play;
But then, you see, I had a fight
With another boy—his name is White;
'N' he'd just die ter tell on me.
(That's what I call as mean kin be.)
Sometimes when father's home, sez he:
"Say, son, you want to come with me?"
"You bet," I yell when I hear that,
'N' hardly wait to grab my hat.
'N' mother allus has ter say:
"I'm 'fraid that he'll be in the way."
But I tell you I think *my* dad
The finest thet I ever had.
Oh, yes, I like the roun'house best.
M' father never gets no rest
Until he boosts me in a 'gine
Thet's movin' up along the line
Afore it's coupled to the train.
'N' then I want ter go again
Back ter the roun'house—why, I c'd stay
'N' watch the doin's all the day.
'N' pa explains things pretty nice,
'N' I never ask a question twice.
Why, I jus' think it's something GRAND
To have a pa thet understands.
But when I say thet some day I
Am goin' ter make them engines fly,
Pa turns aroun' as mad to nie
An' sez, "Young man, 'twill never be.
You kin follow any other plan
I won't have my son a railroad man."
Now, I would like to know right flat
Jus' what my father means by that!

If it's so bad a place to go
Why's he there, I'd like ter know!
Of course, ma's only brother he
Was killed 'way down in Tennessee.
He was firin' an' his train
Went in the river in a rain.
'N' mother cried 'n' cried 'n' cried,
'N' gran'ma, why, she nearly died.
An' after all it was too bad—
He was all the uncle thet I had.
But someone's got ter work, you know,
Or else the trains they couldn't go.
I'd ruther go the railroad way
Than be a cowboy any day.
I made an engine—wanner see? ·
'Tisn't stylish, but it suits me.
I thought it sure wuz pretty good
Ter take a little block of wood,
A piece of stovepipe 'n some twine,
Some coaster wheels 'n make a 'gine.
Pa sez: "Go, chuck it in the lot,"
But I don't care, it's all I got.
I like to pull it 'roun' the yard,
But, then, the puffing's pretty hard.
It nearly uses up my breath,
But it tickles pa most half ter death.
I like to whistle an' ring the bell.
I know the signals pretty well.
Toot, toot, toot, toot,—thet's, "Signal me;"
Toot, toot,— "I saw your signal!"—See?
Too-too-tootoot,— "I'm comin' inter town"—
[Bet I kin do the thing up brown.]
You wait till I am older, say—
I'll run an engine night 'n day.
First I'll fire awhile for pop
Until I'm way up at the top.
Then a-dang-a-lang an' toot, toot, toot—
I'll simply make them engines scoot!
Oh, just you wait—I'll make things hum—
I gotter go now—father's come.

GRACE ESTELLE WARD.

Success of Div. 170.

CLEVELAND, O., Jan. 10, 1905.

EDITOR JOURNAL: It gives me much pleasure to read the letters of others in the JOURNAL, and as space is valuable I have left the most of it for others, but if you can spare me a little corner I will tell the boys about our Division and the work we are doing.

In one year we have increased our membership from 68 to 128. We now represent 98 per cent of the eligible engineers of the Division. I believe that we hold the banner for increase in membership during the year. This is the way we did it:

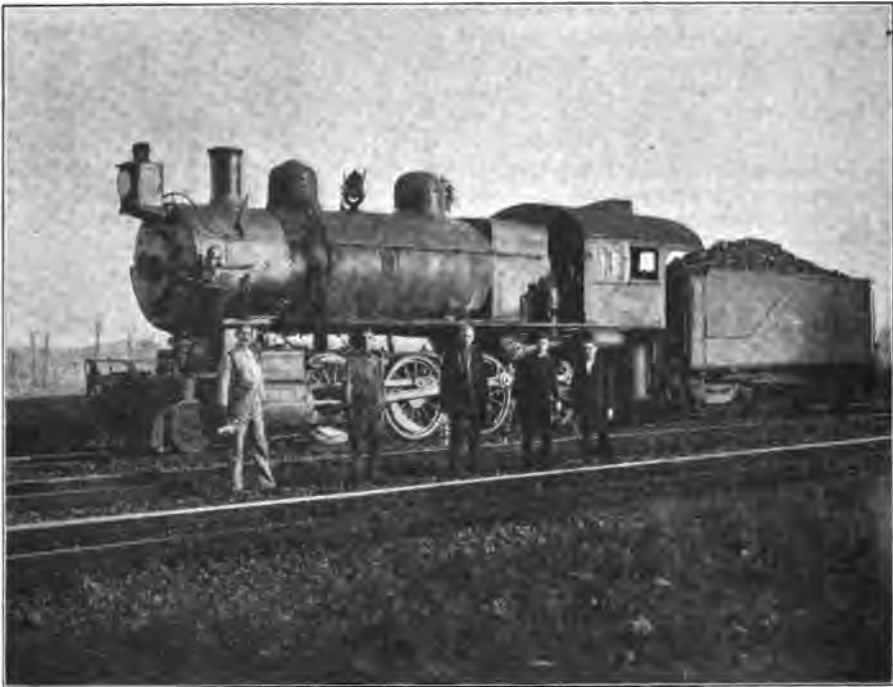
A special meeting was called, all the enginemen of the Division were invited,

speeches were made, and as far as possible the benefits that they would derive by becoming members were explained to them, winding up with a cordial invitation to enroll their names among men. The result has been very gratifying. Each member appointed himself a committee of one for the purpose of building up and strengthening the Division, and we have succeeded in building up one of the strongest Divisions of the order.

It is through this individual activity and desire to further the cause represented by the B. of L. E. that great things

accepted a run with headquarters in Ravenna, resigned his position as Chief. We are very sorry that Brother Ryan is so situated that he cannot continue to hold the office, for he has filled the position in a very creditable manner and has the respect and confidence of the whole Division.

Bro. Thomas Ryan has been elected to succeed his brother as Chief, and Brother Armstrong succeeds Brother Cable (resigned) as Secretary. We are taking a very optimistic view of the new year, and expect to accomplish more than we did in the old.



CLEVELAND & PITTSBURG (PENN. RY.) ENGINE NO. 7235.

may be expected. By being conservative and willing to co-operate with our officials in bringing about better conditions, we have gained some very valuable concessions, and others of a grievous nature have been eliminated.

We do not expect to make railroading on the C. & P. a bed of roses, but we do expect to extract a few of the thorns, and realize as far as possible the best conditions that can exist on a twentieth century up-to-date railroad.

Our ex-Chief, Bro. John Ryan, having

There are a great many things that will necessarily occupy our time and attention during the next year, and it will be necessary for each one of us to decide matters of importance to the B. of L. E.

Let us wake up to our individual possibilities and all work together for the advancement of the order, and we shall soon realize a result which will be satisfactory to all.

I herewith present you with a picture of one of our engines and full Brother-

hood crew. Reading from left to right, they are:

C. F. Lockhart, B. of L. E., Wellsville, Div. 170.

M. C. Mumaw, B. of L. F., Wellsville, Div. 96.

J. C. George, B. of R. T., Goodwill Lodge, 107.

O. W. Dennison, B. of R. T., Wellsville, Lodge 286.

J. A. Briceland, O. R. C., Wellsville, Div. 289.

Fraternally yours,

C. F. LOCKHART, Div. 170.

A Brother in Cuba.

CAMAGUEY, CUBA, Oct. 24, 1904.

EDITOR JOURNAL: Briefly, being on leave of absence from the States, I left Punta Gorda, Fla., August 3rd in search of the filthy lucre called money. Had a pleasant voyage and did not get seasick. Being out of sight of land for the first time at sea, was enraptured with the grandeur of the "Mighty Deep." Stopped at Key West and "rubber-necked" there three hours. Approaching Havana I saw Morro Castle and the hulk of the historic *Maine*. Spent a day sightseeing in the famous city.

August 6th I was at the throttle of a locomotive for the Cuba Co., which runs from Santa Clara to Santiago, with various branches. The main line is equipped with steel rails and rock ballast and Rhode Island engines. To the credit of the Cuba Co., they give the members of the B. of L. E. preference for employment as enginemen. The compensation is \$135 per month in American gold with a four days' layoff every sixteen days.

The scenery along the road is both beautiful and sublime. From the observation car you can see picturesque hills and high mountains and great plains of high grass seven feet high and herds of fine cattle. There are also lots of deer, turkey, quail and grouse. We often kill them with our engines. They seem to be too lazy or tame to get out of the way. This is a great place for sportsmen.

The road runs through great forests of cedar, mahogany, and lots of other fine timbers that I don't know the names of.

The royal and many other kinds of palms are beautiful. Here Nature must have loved to experiment. There are wild roses without thorns and without odor. There are also sweet pansy blossoms that grow wild in among the grass. There are gentlemen as gallant as the plumed knights of old. There are women here with forms as perfect as a Grecian statue, beautiful as Cleopatra and as pure as a dew drop from the hills of old Tennessee. But there are also men and women without beauty, principle or honor.

Camaguey, my postoffice for the present, is nearly six centuries old and has a population of 20,000. So much was written about Cuba during the war, I take it for granted most of the Brothers are posted about the customs of the people here.

Spain "pressed down her crown of thorns and crucified Cuba upon crosses of gold" for five centuries, but when the Spanish army surrendered to General Shafter under the famous peace treaty, then "Cuba libre," the infant nation, was born and white peace was a reality and came to stay.

That the Cubans are competent for self-government, I have not the slightest doubt. Much of the land is being purchased by Americans and all kinds of industries are being rapidly developed. The climate is fine and healthy, average temperature about 80. No winter at all; vegetables, fruits and flowers the entire year.

Let all the Brothers who can take a lay off bring their families and come over here and spend a month sightseeing. The sea voyage would do you good and you would see enough here to talk about the rest of your life. The fare from New York to Havana is \$40, New Orleans, \$20, Port Tampa, Fla., \$24.

I am learning to speak Spanish and the first words I learned to say were "bonita seniorita."

Fraternally yours,

P. O. RICKMAN, Div. 495.

Lukewarm Members.

PORTSMOUTH, O., Jan. 6, 1905.

EDITOR JOURNAL: "B" in January JOURNAL, or "Lukewarm Members,"

expresses one weakness which the B. of L. E. and all other fraternal and labor organizations are afflicted with, a weakness that is dangerous if fostered.

This is a question that confronts all labor organizations, and how to overcome it is of vital importance. Our order, like all others, is composed of all classes of men; there are men who naturally understand the obligations they are under to the B. of L. E. and are always ready to do their duty by the order. Such men are blessed with the cardinal virtues, also strong-willed, independent, etc., and upon them devolves the life and success of the subordinate Divisions of which they are members.

Then we have men who join the order as a matter of personal gain in the way of influence and any benefits to be derived; a majority of these men are of a selfish disposition, and unless treated in the proper manner do a great deal of harm.

Again, we admit into the order the younger generation, the promoted engineer; and unless the Divisions of which this element become members are conducted in the manner they should be they will not have the interest they should to be beneficial both to themselves and the order.

Subordinate Divisions that have a quantity of lukewarm members can attribute it to many causes, but the principal cause is a failure to enforce the Constitution and By-Laws, by neglecting to live within the pale of our laws. We are bound to deteriorate; our laws do not show partiality, and privileges allowed one must be allowed all; hence, the necessity of enforcing the laws is paramount to maintain a loyal Brotherhood.

Roads upon which the Brown system of discipline is in force, is indirectly, or I may say directly, a cause, for the fact that records of engineers are recorded at the general offices, engineers are sometimes unjustly disciplined either by demerits or dismissal, and much delay, a great loss of time in an effort to adjust the same is certainly discouraging to men unfortunate enough to be punished

whether merited or not. Again, where the Brown system is employed the duties and responsibilities of General Chairmen are increased manifold and does not give him the opportunity to look after the rank and file to investigate the standing of Divisions and attend their meetings as regularly and as often as is necessary to keep them in good working order.

There are many other causes of which I will not make mention, but suggest that Division officers closely observe the conditions that surround them and anything that is conducive to leading members away from the Division should be removed, and the surest way of removing them is a strict enforcement of Constitution and By-Laws, and an adherence to your agreements.

Our laws now cover everything pertaining to good government and the making of loyal and active members and this will surely come about when we can all realize that the B. of L. E. is a business proposition and should be conducted upon business principles and not to allow selfishness or self-interest to become too firmly rooted, or allow any factionalism to exist, but remove all such features and the members will soon realize that to be a Brotherhood man they must learn to bear and forbear, to share equally and not to profit in *anything* at the expense of a Brother.

I say enforce the Constitution and see if the lukewarm membership does not decrease with great rapidity. It certainly will, for unless they throw off the mantle of indifference, selfishness, and self-interest, you must necessarily throw them out.

It is, in my opinion, far better to have a Division of 25 loyal members in whom you can place every confidence, than to have a Division of 50, among whom there is one to distrust. Yours fraternally,

"REUBEN."

The Employment of Children.

LITTLE ROCK, ARK., Jan. 6, 1905.

EDITOR JOURNAL: With all the misery and suffering in the world to-day caused by man's inhumanity to man through a

false economic system in the distribution of wealth, there never has been a time when greater philanthropic effort was put forward by humanely disposed persons and various associations, especially those composed of women, than the present in an effort to uplift humanity and make life more worth the living.

It makes little difference that much of the effort is in the very nature of things ineffectual on account of not being of a fundamental nature, or in other words, calculated to remove the cause; yet the disposition to benefit mankind leads to higher ideals, and even if mistakes as to method are at first made, much good will surely follow.

That we have in this country societies for the prevention of cruelty to animals, I think is a great honor and something that every one here should be proud of; but why not make the effort to organize like societies for the prevention of cruelty to children all over the land?

One form of cruelty to children that should be condemned is their working in factories under certain prescribed ages. While many of the organized bodies of women, North and South, have been fighting this evil, it seems that it is a question that not only appeals to the finer instincts of womanhood, but is an issue that all classes can stand for and sympathize with in an effort to protect the welfare of the future men and women of the nation, and thus protect the race.

However, laws regulating the working of children in factories have done great good in the North, and no doubt will do the same in the South when enacted, though I believe Tennessee has such a law at present.

What suggested my writing these lines to the JOURNAL was an eloquent plea for the children by Miss Mina Price in the Detroit *Commonwealth*, copied from the Minneapolis *Journal*, in which Miss Price claims that "poverty compels 5,000,000 children to work in factories in the United States." She speaks of the hard condition of the child working in Chicago and New York and in the mills of the South, where little tots work twelve hours at

night for a few cents. Hideous accidents are the order of the day. In one mill town in the South a doctor told a friend that he had personally amputated over one hundred baby fingers mangled in the cruel machinery. He dared not speak of it, he said, for the mill management preferred doctors who could keep their mouths shut.

The same sad story of child slavery is true throughout the land from the Gulf to the Lakes, from ocean to ocean, wherever the big machines have been. In no parts of the South can conditions be worse than in some parts of New Jersey and Chicago.

In the opening part of the article quoted is this beautiful tribute to childhood:

"Childhood is a bright and beautiful thing. The tint of health on its dimpled cheek, the light of its eyes, the soft round limbs delighting in ceaseless activity, its play, the music of its laughter, its joy in the sunshine and fresh wind, its kinship with the flowers, the birds and butterflies, and all the wild free things—these are its charms, but it is more, it is the future of the human race.

"In its young innocence it dreams of the mighty things it will do by and by when it has left the flowery meadows of youth behind it—when on the highway of life it has triumphantly arrived at man's estate. It will design, build and adorn beautifully; it will paint master works and invent marvelous pieces of mechanism; it will sing such melodies as never before delighted the air; it will write noble truths and live forever in the gratitude of humanity; this dream, this hope, this faith, this courage, born of high resolve—these are the graces of childhood, and if by any misfortune childhood is denied these, its rights, what then?

"Deprived of its playtime, imprisoned in a factory, kept from all intercourse with nature, even to the sunshine and fresh air, and labor demanded of the tender hands, then childhood is enslaved, the tender body is maimed, the mind is starved, the soul shrinks, a gifted being, it becomes a clod, a withered leaf, a dying flower." ROBERT HERIOT, Div. 678.

Have We All Hibernated?

HOQUIAM, WASH., Dec. 18, 1904.

EDITOR JOURNAL: From the tranquillity of everything pertaining to an endowment insurance, or some means of caring for our Brothers, who, though not entitled to their insurance money under the present rules, still are really in need and worthy of assistance, through some combination of circumstances wholly beyond their control, would tend to indicate that Brother Freenor, Div. 372, was "calling the turn" when he asserted that the membership would all come out "like angle worms about a month prior to our next convention." I believe that the proper time to discuss this really vital matter is *right now*, while we have ample time to adjust differences of opinion and finally to arrive at some practical resolution to be brought before our next convention. There can be no plausible excuse for our membership drifting along in the old channel,—no improvements agitated, no reform in insurance matters broached or discussed until "just before convention," when every one tries to raise some question of moment, well knowing that under no circumstances is there adequate time to bring the matter to an intelligible or agreed condition until the convention is over. How like a shower we were visited with all kinds of vague suggestions, etc., just before "Los Angeles" this year. What came of it? It occurs to me that we are in a great measure similar to the old colored man who was trying to persuade a young and cantankerous calf through the streets of a village by means of a rope. After many entanglements and erratic movements he was interrogated by a by-stander: "Uncle Jeff, where are you taking that calf, anyway?" The old darky scratched his woolly pate in a perplexed manner and replied: "Well, boss, I don't t'ink de calf hab *quite made up his mind*." Now, we all know and feel that *something* should be done in this insurance matter, but, like the old darky, we are *waiting for some factor to define* just where we are going to "head in." Let us all take in-

spiration from Brother Freenor, who, I know, feels the truth of his convictions, get at it and formulate our ideas into a short article for the JOURNAL; then we can begin the elimination process, sort out the best ones of the lot, submit them to a popular vote, and find ourselves in position to amply provide for the worthy needy without oppressing any individual member, and *entirely eliminating* the word "charity" from our list of members financially assisted. I submitted my personal idea on this matter some months ago, and prefer at this time to await suggestions from some of our more worthy members before entering into a discussion. Not a Division of this great Brotherhood but what includes among its membership men who are intellectually brilliant and qualified to discuss such matters in a forceful and convincing manner. Why not rout them out? You know who in your own Division can make a "good spiel" and keep a crowd of roundhouse "greasies" laughing or soberly contemplating his remarks, be the subject what it may. I'm going to make personal mention of a few—just a few, mind you,—members of my home Division who should come out frequently in the JOURNAL, especially on such topics as tend to enhance the welfare of the Brotherhood, not to mention the anecdotes and other matter they could easily offer, and which would be greatly appreciated by the reading members. There's Brother Henson, our F. A. E., a man who can "keep 'em humming" anywhere. We won't scold him too much, through reason of his manifold duties. Then there are Bros. Frates, Jackson, Hanson (C. E.), Pike, Tyson, Thompson and Oliver. Well, well, boys, I've got you dead to rights, and if we don't hear your gentle voices soon there'll be another list of names submitted that won't stop at a *few*. Some member of each Division please "follow my smoke"; send in some names of your Division Brothers and see if they won't "come out of their shell and look 'round." There are two Divisions at Spokane, one at Kalispell and one at Portland (136), and the writer has "met and known them all," so I won't

promise to stop with an exposé of my home Division, 362, but may take a fool notion to name some from the foregoing Divisions who are lax in their duties as to correspondence for our mutual welfare. You don't necessarily have to be "edicated" to convey your ideas through the JOURNAL. We like to hear a man speak *naturally*. Just stick it on paper the way it "gives 'em a kick through your brain," and if there is some of it that won't stand the language of our realm, Brother Salmons can fix it in a jiffy and the end is attained. Come on, boys, wake up; we've got a train that is heavy and the grade stiff, but the "wind" is in good shape, plenty of sand, a good steaming fireman and lots of time to make the next meeting point. Let's start 'em rollin', get the Johnson bar up where it belongs, throttle back in the tank and we're there before we know it.

SAM L. WINTER, Div. 362.

To the Brothers of La Grande, Ore.

HENDERSON, ME., Jan. 10, 1905.

EDITOR JOURNAL: Don't think for a moment that Brother McGibbon lost his hair from lifting his hat so many times or through natural embarrassment on the day of the excursion, as mentioned in the January JOURNAL, page 85, for I believe I was well acquainted with Tom some fifteen years ago, when he ran an engine out of McAdam Junction, New Brunswick, for the Canadian Pacific Railway, and there, as in the picture, his head was smooth, and I remember, he at that time laid it to carrying prayer books in his hat during his early days. So you see there is no reason whatsoever for the Brothers and Sisters of La Grande to feel responsible for his appearance on arrival home that day. Although, as our Brother says, he is young and he may raise some more, yet when one gets to be 40—excuse me, 29—still 29 (did you say 29, Tom?) it's rather a hard proposition; but if he intends to try, would suggest that he use "Mother Kies" restorer, a McAdam, N. B., product. It's the only thing that will do it, Tom.

I see by the sketch that Brother McGibbon is still up to his old tricks, posing

as a ladies' man. It was so in the old days; but what surprises me most is how the Brothers ever got him back home with only two cabooses between him and the painted cars containing the ladies. Did they have a guard over him? Once this would have been necessary surely; especially on the Grand Lake excursion.

I was glad to learn through the JOURNAL where Brother McGibbon was located, and that he was still working for the interests of the B. of L. E., as we had been informed that Tom had turned Mormon while in Utah. F. A. E. Div. 440.

The Locomotive.

As along the Cresson hills you roam
And feast on the wondrous view,
A chorus of voices fills the dome
And comes rolling up to you.

They seem imbued with human life,
Though they issue from breasts of steel;
You can hear the sighs of toil and strife,
Which men and women feel.

Two long shrill cries make the air resound—
They come from a spot out of sight—
But an echoing answer proves there's found
A helper, who says, "All—right!"

A belching snort, the driver slips,
And, if ever an engine doth swear,
It is now that a volley escapes her lips
As black as the enfolding air.

But her mate puffs, too, and they seem to say,
As the wheels begin to roll
So slowly around on the iron way
With their tons upon tons of coal:

"Though it's heavy, awful heavy,
I can pull it! I can push it!
Now it's moving, slowly moving;
We can do it! We can do it!"

Methinks there is many a sturdy soul
In this struggling world of ours,
Whose burden is just as hard to roll
And calls for as mighty powers.

And often, too, the driver slips,
And a cry goes up for aid:
But, the sand applied, once more it grips
And bravely climbs the grade.

EUDORUS C. KENNEY.

Washington, D. C.

Division Addresses Twice a Year.

MIDDLETOWN, N. Y.

EDITOR JOURNAL: The delegates that assembled in convention at Los Angeles, Cal., composed of intelligent men, who

were given authority to make laws for the benefit of their constituents, realized that more space was required in the JOURNAL for contributors, and in their wisdom excluded the Division Addresses, with the exception of twice a year; therefore, let the will of the majority be cheerfully accepted.

As I turn the pages of the January number of the JOURNAL, I am pleased to note the expressions of different Brothers from all parts of the United States, Canada and Mexico. To me it seems very pleasant and helpful—this exchange of thought among the Brothers—and fully repays for the sacrifice made. In making sacrifice we often receive benefit thereby, and I sincerely hope this may be one of the times, and that the Brothers will wake up and put forth their best efforts to make our JOURNAL one of the brightest and best magazines of the day. Let each one put on his "thinking cap"; he will be surprised at what he may evolve in the way of some short story, which will interest and encourage his Brother and spur him on to do likewise. Do not let modesty deter you from sending in your contribution, for has not our Brother Editor accepted my poor efforts, and does not Brother "Shandy" tell you what he (the Editor) will also do for you? So just brace up and do your prettiest. Let us hear from you soon.

This change will be the means of two copies of the JOURNAL during the year being preserved for address reference, where otherwise they might be carelessly thrown aside.

J. PUFFENBERGER.

A Run for Life by an Old Engineer.

TEXARKANA, TEX., Dec. 16, 1904.

EDITOR JOURNAL: The following story is about a run for life by an old engineer on the Texas Pacific Railroad 23 years ago:

I was signaled ahead by Captain Joe Barber, with Will James baggageman, with a good brakeman and fireman, and as I thought, as good and jolly a crew as ever sailed out of Ft. Worth. We left the city limits a little after daylight and

everything went well, passing all stations on time, until we hove in sight of Roanoke. We were traveling east, and just west of the station we were flagged, and just ahead of us were several freight cars in the ditch. We stopped and saw at a glance that we would be detained several hours, and it being the custom in this thinly settled country at that time to look out for a boarding house first thing, and they were very scarce in this part of Texas at that time, I was getting my engine ready to stay there some time, as Captain Barber, Will James and all the passengers came walking by the engine. The captain looked up and said, "Lyman, looks like we will be here several hours. I will go down to the station and report." I said, "Joe, where will we eat?" and he looked across the prairie and pointed to a house over a quarter of a mile away, and said, "There is the only place we can eat here," and he and the passengers walked on and my fireman joined in the procession, saying they would go over and order whatever we could get to eat. So when we got ready to start I took a good look at the house where we were to dine. I noticed several horses hitched to the fence surrounding the house. Captain Barber, passengers and all were just rounding up on the porch and it being nearer for me to cut across the prairie, I accordingly cut and was walking jauntily along when I noticed directly in my front a red cow with a young calf not over 100 yards away. Now, everyone who knows anything about a wild Texas cow on a prairie with or without a calf knows she is a very dangerous animal to a man on foot. They seem to pay no attention to a man in the saddle—how I longed for a saddle—this I knew as well as any cowboy on the plains. I took in the situation at a glance, and having been an old soldier, Lyme left oblique march. I was trying my level best to keep from attracting the red cow's attention. I sized up the distance from where I was to the boarding house and looked over my shoulder to my engine. I was by this time nearer the house than the engine, and I kept making a gradual circle

around the cow and keeping an eye on every move she made. I took one more look at the house and Barber, the passengers and cowboys were on the porch watching me and frantically waving me ahead. Just then I heard a bawl and looked for the cow and she had started for the big engineer. I flew into the air like a thing with wings, for I knew up to date there was no way known to modern science of calculating the speed of a mad red cow. Now, I being a born jig-dancer and a big, strong, athletic man (Barber and James told me afterwards that they were confident that I could outrun a little old red cow) I made a wild dash for the house and the cow was making a wild dash for me, and I could tell by the sound of her hoofs on the ground behind me that she was gaining on me rapidly. My breath was giving out, but I was nearing the picket fence as fast as possible. We were both doing our best. I took a quick glance at the group on the porch and saw a cowboy cut a pony loose and mount and was on a dead run to meet us. That encouraged me greatly. Then was the effort of my life put forth; I could almost feel those long horns penetrating my anatomy, but now the cowboy with his pony was running with us, and in a shorter time than it takes to write it I was within a jump of the fence. Then came the superhuman. I caught my breath and gathered for the last spring, and as I left the earth I felt the hot breath of the wild cow against me. I cleared the fence, fell into the yard and the last thing I remember was the cow tumbling against the fence immediately after me, and the growl and bark of some ferocious dogs that had been under the porch, and of course, thought I was some wild animal coming in so abruptly and proceeded to chew me. The next thing I remember I was lying on the porch and Barber and James holding my head up and bathing my face with cold water, and I heard the cowboy say, "If I had had my gun I could have stopped him sooner, but I had to rely on my lasso." He had rode out to meet us, turned and ran with us, dropped the lasso over the cow's horns

and gradually drew her in until she fell against the fence and broke the palings.

I soon gained strength and was able to finish the trip on my engine, and now I raise my hat to a cowboy wherever I meet him; and to this day I get as light as a feather at the sound of the lowing of a cow.

My friend, Joe Barber, passed away at his home in Ft. Worth the next year after this great trial of speed that is not down on the train sheet, and the noble young man whom everybody loved, Will James, the baggageman, has too made his final settlement and passed peacefully to the Great Beyond a few years ago in the city of Ft. Worth. My old fireman, I have forgotten his name, but the last I heard of him he was running in Mexico, and will, no doubt, recognize his old friend, if this meets his eye. Fraternally,

LYMAN S. ROACH, Div. 496.

Reduce Representation, Etc.

PHILADELPHIA, PA., Dec. 17, 1904.

EDITOR JOURNAL: Winter is here—snow is on the ground, and a dreary night, and as I look over the pages of the proceedings of our long ago conventions I wonder to myself as an organization do we go ahead or are we going behind—does time give us wisdom or as we grow old do we show our dotage?

I take the records of the year 1869. Would you believe it, Brothers, when I tell you that it took eight days to do your convention work with eighty-four delegates. But you must remember that at that time we were endeavoring to create an interest in our profession as engineers, and now with nearly or about 600 delegates methinks we have done so, but do we grow any wiser? I do not believe so, for convention after convention since that time, article after article in our JOURNAL has said, "Equal taxation for members for all delegates," and on the other side they say, "Give us equal representation then will we agree to equal taxation." That was fought out in 1886 at the New York Convention, but to no account, and at the last convention it seems the

divine vision has got to be fulfilled that *many shall run to and fro and knowledge shall be increased* and so, personally, in patience I wait and hope that if we as an organization have been slow in knowledge that in time we may in wisdom be able to get out of the old 19th century idea and become progressive 20th century. To do so let me call your attention to two things. First, let us reduce our convention membership down to one hundred members, each Division to pay her pro-rata cost and each delegate to have a voting capacity of one vote for each 100 members, one-half vote for fifty, three-quarters for seventy-five and one-quarter for twenty-five; that will represent them all on any system and set a good example to our General Committee of Adjustment, and possibly the time will come when one man can represent the Brothers of any system at our annual convention and the great cost be reduced so that other objects of interest can be maintained with the balance of the cost of our convention now, whereby we may be able to assist in relieving many of our old members in distress.

I read in the Grand Chief's address in the year 1869 these words: "I recommend that the trustees of the Widows and Orphans and Disabled Members' Fund be authorized to invest the same in a building suitable for the transaction of the business of the Grand International Division, etc., and the rents and income to be paid into the fund." Why was this not done? Can you imagine what the B. of L. E. would have saved had it been done? Many things good we have neglected and many things which we should change we neglect to do, and like sheep, follow after custom, even if it leads to destruction.

Our conventions have grown too large and expensive and following after the example set by them come our laws relative to our G. C. of A., in which we take the convention membership as an example of what the committees shall be. As I understand the intention of our G. C. of A., it is to prevent trouble between the members of the B. of L. E. and the officials of the road and at the same time to

settle all differences between the same when the local committees are unable to do so. If I am right let me ask fair and square, is it just and right that upon a large system it should take fifty to sixty delegates to represent less than 3,500 engineers at a cost of about seven to ten dollars per day? Do you not think that twenty men could do this better and at so much less cost? I am not opposed to the G. C. of A. or to the members that compose the same, but I am dead down opposed to a continuation of a law that has followed the Brotherhood ever since I joined it—a law that prevents twelve men on the same system to having the representative, that shall be paid by the others, who are not so fortunate as to have a small representation, for all being on the same system all will or could be looked after the same by a representative body of twenty men, these men elected by the men on the system, regardless of what Division they belonged to and then and only then the men on the system taxed alike for the cost.

I may have more to say on this subject, but let us reason together. Let each and every member read the proceedings of the last meeting of their respective G. C. of A. Count the membership represented—count the number of members each Division has that it takes one man to represent—count the time consumed and the cost for this meeting and what it would cost if they were in session five weeks. Add to that the cost to each Division for their local committee work and then if you don't come to the conclusion that first, we should have a paid or salaried chairman; second, that all our grievances are local and that if the local committee cannot settle them they might as well be dropped; third, decide for yourself that if our following after the ways of the Grand International Convention isn't foolishness on our part; fourth, is there any good reason why the G. C. of A. business cannot be done by twenty good men, or not; and above all remember that the cost of all this comes out of your pockets and be willing to pay it be it 28 cents or 28 dollars. As for me, I person-

ally say that I would pay it, but under protest, so long as we are compelled to not have the privilege of saying ourselves as a system how many men it shall require to do our work, and I feel sure that anyone on the G. C. of A. can represent any city, town or division of road composed of the same men just as well as from the same place four or five can.

Fraternally yours,
C. B. NIXON.

Live and Act the Principles of the Order.

RALEIGH, N. C., Jan. 8, 1905.

EDITOR JOURNAL: Having read the article of Bro. Henry Reece in the January number of the JOURNAL, also the article in November *Review of Reviews*, I heartily indorse all that Brother Reece has said; and in continuance, as we are entering on another New Year (which may possibly be the last mile post for some of us) let us try in the future more than in the past, to live and act the grand principles of our noble Brotherhood, remembering that a kind word spoken, or an act of kindness, especially to the strange Brother who comes to work and resides amongst us, will help to make us all better, spiritually, socially and better every other way, and make us all feel doubly proud that we belong to an organization that treats all as Brothers.

Those who have never had the experience of going among strangers and learning a new road do not know the troubles and discouragements that a new man has to contend with or how friendless he thinks he is, or how much he appreciates a word of advice if spoken in kindness instead of unjust criticism from some man older in the service.

Now, a word to the strange Brother. When you apply for a position, you should expect to conform to all the rules and regulations of the system applied to, and not expect to have them changed to suit your own individual taste, or to what you had been accustomed to before applying for a job; and when you go out with a man to learn the road do not start the trip by telling him how much better a job you had, or how much better the other road was

managed than the one you are about to learn, for right there you ignite a little spark of enmity in the breast of that engineer, especially if he is satisfied with and knows that he has a good position; and then you call him all kinds of names that are not sweet, because he does not care to talk about things that are distasteful to him, and you tell other brethren how stuck-up and distant he is, when possibly he is the most sociable man on the road, if you had started in the right way.

Now, Brethren, let us all strive to pull together and try as near as we can to live up to the Golden Rule: "Do unto others as we would they should do unto us," and we will all profit thereby.

Fraternally yours,
J. H. GRIFFITH, Div. 331.

Treating a Subject Without Knowledge.

ALTOONA, PA., Dec. 21, 1904.

EDITOR JOURNAL: Inclosed please find an item which appeared in the *Wall Street Journal*, and I ask you to publish this in the JOURNAL that every reader may see for himself how ridiculous a matter of this kind sounds when taken up by inexperienced parties and discussed, and their views thrown broadcast throughout the land, especially when they are trying to talk about some subject that they know nothing about.

In dealing with the subject of railway accidents and their causes, the *Wall Street Journal* attributes much of it to divided authority, "the labor unions creating a bond of sympathy that is stronger than loyalty to the spirit and letter of discipline."

"The automatic block signal is very well if the locomotive engineer will obey it, but if he disregards it and if other railway employees are lacking in discipline, mechanical appliances to insure the safety of trains are in vain. 'At this time,' says the *Journal*, 'there is a pronounced tendency to demoralization among working forces. Managers cautiously express themselves, but the plain implication is that there is an influence which is weakening their authority to enforce their orders with the severity of

army discipline, as was formerly their wont. The extraordinary authority of the general of the army or the captain of the ship was not without its reason. The superintendent who assumes the responsibility of life and limb within the bounds of his division should have absolute control conceded to him, not only by the regulations that are in force, but by the spirit of the service and the cordial consent of every individual in the service.' The principle involved, it is contended, is the same that gives the captain of a ship absolute authority. The railway superintendent has the lives, not only of his crew, but also of hundreds of passengers, in his charge, so that during each run obedience to his regulations and orders should be enforced most rigidly."

Now, it is very plainly seen that this *Journal* is a foe to labor organizations, but why should they try to put a dagger into railway organizations? Why don't they leave these complex matters for railway officials to work out, which strictly pertains to their business? We feel sure we have some of the best brains at the heads of our railroads that can be produced. So let them give a solution to matters of this kind, and if they fail to work them out you may depend that the *Wall Street Journal* cannot show them a way out.

I think the motive of the party who wrote this was simply to create an antagonistic feeling between employer and employee, or in other words, our officials and the Brotherhood. I feel sure we have the respect of our officials as a Brotherhood.

Where is there a man who will willfully destroy company property? If the company for which he is working does not prosper he cannot prosper. We positively do not want to take away from our officials one bit of authority that they should exercise to run a well kept road, nor do we ask them to retain unfit or incompetent employees; but, on the contrary, if the officials were to enforce severe army discipline, as this party advocates, it would be but a short time until they would have at least half their employees discharged, and some of their very best men at that.

Where is there a position that a little forgetfulness or a spark of poor judgment will tell as quickly on the man that uses it as a man running an engine at the present day, and if an engineer was to make as great a mistake on the road as the party who wrote that piece in the *Wall Street Journal*, "Divided Authority on Trains," he would have a large wreck on hand.

But we feel glad to say that our officials are fair enough in a great majority of cases, to consider all of these things from a fair standpoint, and further, where are there any teachings of the Brotherhood that are demoralizing in their effects? On the contrary, its teachings are elevating if lived up to and are sure to make a better man of the man who belongs.

Fraternally yours,

MEMBER DIV. 287.

Relation Between Engineer and Fireman.

SOMERVILLE, MASS., Dec. 19, 1904.

EDITOR JOURNAL: Upon most of the railroads today an agreement exists between the enginemen and the management, so that each knows on certain lines what ought to be done and what is expected.

This is as it should be. It not only saves a lot of unnecessary talk between enginemen and master mechanic, but it also saves many hard feelings between engineer and fireman.

How well do I remember the last words my father spoke to me as I was about to leave home to learn the machinist's trade in a distant city.

"Always do as you are told," he said, "when the foreman gives you a mean job; and do it just as cheerfully as you would do a good one; it is the best way to get along."

Now, I never was worth much at taking advice, but I knew my father had been all through what I was about to begin, and for once after entering the shop I followed his advice; and I will add that I have been following his advice on this line ever since, and I have gained ever so much by so doing.

We have all learned that character is everything; also that "a good name is to

be chosen rather than great riches"; but experience has taught me that reputation is something to be reckoned with. I have seen good passenger trains that had been advertised fall to very young firemen, simply because the engineer's reputation was bad. The engineers were not bad; they simply had bad names among the firemen.

"Herbert Arthur is a good engineer," said a fireman, "but I would not fire for him. He is so disagreeable that it is almost impossible to please him. He comes around in the morning so ugly that if the least thing goes wrong he swears and tears around. Never mind whether the fireman is to blame or not, he must take the wrath.

"Andy Losson fired for Arthur three years, and when he bid off the Limited, Tommy Monblo wanted to bid off Andy's run, but Andy happened to drop a remark one day about being thankful he was going to have a change. Explanations were in order, and Tommy would not bid on the run.

"Henry Peck is a good fellow; always has a pleasant word for everybody, but Henry should be pumping salt water somewhere instead of running a locomotive. Henry began on a freight. It was a night freight, and Henry could not see the notches; he went entirely by sound, and as his engines always pounded badly it was necessary to have the lever lean a good deal in order that he might hear the exhausts. When old Bob died Henry got his run. It was a local passenger, only hauled three cars, but Henry didn't mind a little thing like that. It was a daylight job and the notches were revealed to him, but he thought they were only cut in to make the quadrant look fancy.

"Amos Bradford lived in Conlex, where Henry's train put up over night, and he would have liked to bid it off. He had been away from home four years, but he would not fire for a man that worked an engine so unnecessarily hard.

"Every fireman who had worked on the division one year knew Henry's reputation, and the result was a very young man got the train.

"This is where Henry's troubles began. The fireman had just left a night shifter. Was a night fireman ever guilty of cleaning an engine? It was necessary for Henry to teach him everything. It was hard work for the engineer, but it was harder for the fireman. He could not keep up steam. Henry could not make time at first. He did nothing either to help himself or his fireman. He might have shut the water off when he was leaving a station, but Henry had not learned that yet. He could have also let her drift more into the stations and given the blower a chance; but, no, he paddled along anywhere from three to five minutes late on each trip, with the simple excuse of a 'new fireman.' The fireman would always have remained 'new' had not Henry been taken sick and a spare man put on the run.

"The fireman began to learn rapidly. Boyle, the spare man, was a good engineer. There was no trouble in making time. The engine was kept cleaner because the fireman took more interest in his work. He learned so rapidly that when a night freight was vacant for a fireman he bid it off.

"The 'new' fireman's troubles ended there, but Henry's began to multiply.

"His next victim was a fireman from the east end, who had been transferred on account of his convincing his engineer of something with his gloved hand. He was an excellent fireman, and rather than discharge him they transferred him.

"His experience helped him the first day he fired for Henry; but it was hard work. On the second day, Mr. Fireman from the east end began to ask Henry a few questions. Now, Henry was a clever soul, but he never could stand interference with his business. In the first place, he was not used to it, and to think that a fireman should undertake to dictate to him! He did not swear, but he got so rattled that he made a poor stop at the next station.

"On the completion of the first trip the fireman was wiping out the cab. The engineer was looking over the morning paper.

" 'Mr. Peck,' said the fireman, 'I suppose you know I have been transferred on account of some trouble I had with my engineer? I have learned my lesson, but there are a few things I want to say.'

" 'I always intend to get along with everybody. I have a wife and two children to support. But I punched that engineer's head because he carried too much water and daubed the engine all over after I had polished her up. I had spoken to him many times pleasantly about carrying the water so high, and when the black rain struck the windows I said: "There she goes again." Of course, you know Bill was turned out of the Brotherhood for not paying his dues, and when he answered me that if we had one more schedule the firemen would wear silk hats, I punched him; but I do not propose to punch anybody else. You and I are good Brotherhood men, even if we do not belong to the same order, and I, for one, do not want to have any trouble. I do not mean to advertise trouble, but I would like to get along peaceably and pleasantly. I will tell you now confidentially that I am going to be put back on my old division and given my rating at the end of a year. I have got to fire this train a year, but I do not propose to work as hard as I did yesterday. I know that this engine is a good steamer, and if worked all right will make the time easily. If you will do your part I will do mine.'

" 'Now, I don't wish to run the engine, but when the company counts out the valve oil in drops, it is a shame to ballast the road with coal when gravel is so much cheaper. You have ideas that you learned twenty years ago, and what passed then cannot even enter now, as you must be well aware of since this examination era is upon us. Now, it remains with you how we get along.'

" 'This talk was something new to Henry. He made no reply; in fact, neither spoke for the rest of the day, but that night after he reached home he did a great deal of thinking. Before he retired he had made up his mind to work the engine differently the next day; and he did.

Everything went along smoothly; the time was made easily, and even the baggage master on the train wanted to learn the cause of the absence of the usual number of sparks.

" 'The fireman was happy and Henry was well paid. When a water glass broke on the road, the fireman slipped in another. The fireman had to watch in the engine house every alternate Sunday, and to pass away the time he would reduce the steam pressure and pack the valves in the cab.

" 'Many things the fireman did to lighten the burden of the engineer. We all know what the result would have been had they not tried to make things agreeable.'

Compared with many other lines of business, railroading is a hard life. We who are now running a regular train do not fully realize what hardships we have passed. When we look back we wonder how we ever stood it and lived. Ordered out in all kinds of weather; taking all kinds of chances with different engines; trying to reach side tracks with leaky engines; having our patience tried with poor working injectors, and standing in a foot of snow trying to take down or put up a hose when the water gate would not shut off and the cold water running up your sleeve.

How nice it is to be riding along, thinking in a short time you will have completed your run, when, without warning, a side rod breaks.

You are six miles from a telegraph office and the thermomometer registers 10° above. Is it not fun to get down in the snow and try to disconnect?

These, and many more things of a like character, make the life of an engineer a hard one, and not envied by them who are familiar with the profession.

How much more, then, should the efforts of engineers and firemen be greater to stimulate a bond of good feeling and fellowship—one that will not only endure during the time on the engine together, but through life. Today a fireman, tomorrow an engineer. If the Brotherhood means anything, it means this.

Results cannot be accomplished without some effort. A fireman should study the character of the engineer and try in some measure to please him. If he is not interested in baseball, it is poor taste for the fireman to keep talking on that subject. A little close observation on the fireman's part for a few days will enable him to learn what the engineer's requirements are.

It takes a number of years of experience to make a successful engineer. It does not matter if the fireman has passed successfully all of the examinations, and can talk fluently and instructively on the air brake, and his engineer, without early advantages, cannot spell "reservoir" on the repair book, or does not know spring No. 22 from an automatic can opener, but he is still the superior engineer; but he will not be after the fireman has gained practical experience.

If we would only remember that we are both students, each working on different lines toward the same result, our burdens would be made lighter and our lives filled with more sunshine. BLOOMFIELD.

Washington, D. C., for Headquarters.

WASHINGTON, D. C., Jan. 2, 1905.

EDITOR JOURNAL: I noticed what you said of the lack of interest in contributing to the JOURNAL, on page 774 of the October issue, under the caption, "Contributors and the Lack of Them." In it you say the Convention voted the Division Addresses out of the JOURNAL, and I am one of many who condemn the Convention's action. Such an important question should have been left to a referendum vote of all the Divisions. I am glad Brother Conrad touched up the Brothers on that subject.

There have been many complaints that the Grand Officers do not visit the Subdivisions, and out of this have grown three Assistant Grand Chiefs, so they can visit the Subdivisions; and when they do visit them, they should commend them, or at least mention their presence.

As near as I can learn, there was too much tomfoolery in the Los Angeles Convention. Our laws should be changed so that all Brothers in good standing could

be eligible to any office the Brothers chose to elect them to. As they are now, they leave out many who should be delegates to our conventions; and too many are sent who know nothing about legislation.

Why is it so many Brothers drop out by not paying their insurance? I never thought it policy to compel Brothers to join the Insurance; that should have been left optional with each Brother.

Many Brothers inquire of me if Washington, D. C., is the place for the headquarters of the Brotherhood. I emphatically answer, No. First, it should be located in the Mississippi Valley, and all our National Conventions should be held in the Mississippi Valley.

Washington is the most expensive city to live in in the United States. It is an unhealthy place because of its bad water. It is a wicked city; it cannot be healthy with so many saloons.

We think there should be a national law compelling railway companies to put on the third man (especially single-track railways) to keep the trainmen from forgetting about their meeting points when running by telegraph orders. I had a little talk with Secretary Moseley, of the Interstate Commerce Commission, on this proposition. He says the railway companies will oppose it, and to bring it about it must be agitated in the public press. I said: "Never mind the public press of it. What should be done is to have Congress enact a law. It is time that Congress should not be owned by these big corporations."

It is my intention to interview all members of Congress that I can to urge them to pass some law, if it can be done, to prevent so many lives being sacrificed by railway collisions. If nothing can be done to avoid so many accidents, we should run trains by card-time rules only. That I know is a safe way, because I pulled passenger trains several years before trains were run by telegraph orders. It is awful to think of so many killed by head-end collisions.

In hope you will be prosperous in your labors on the JOURNAL, I remain,

J. S. HITCHOCK, Div. 164.

Endowment Insurance.

ALBANY, N. Y., Dec. 26, 1904.

EDITOR JOURNAL: Having often thought of writing to the JOURNAL for some information relative to several articles on endowment insurance, as I think that it is something we need, but none of the Brothers seem to explain their plans so that we can get at just how they want to do it.

Why don't Bro. J. F. Freenor and others give us the particulars of their plans and then probably some more plans would come to light and we might get a good one, which I think we need, and which some of the large roads are trying to get their employees to do on their roads. I think it would be better for our order to handle these matters for us instead of the companies.

I think that the Editor's reply to Bro. J. J. Conrad in regard to the Division Addresses should be satisfactory to all, but I see two ads in back pages that I do not think should be advertised in our JOURNAL at any price, as I do not think that we have as many men in our order or other railroad orders that need their goods, and that they cast reflections upon us, and they think it is a good field to work in or they would not have hired our space. I think we have not many that need to be cured of drunken habits as the advertiser would have readers think there is in the railroad employees in general; and would rather see the Division Addresses every month than to see such advertisements. Yours fraternally,

W. ONDERKIRK, Div. 46.

Brother Onderkirk is laboring under a mistaken idea when he asserts that the ad alluded to casts a reflection upon any number of members of this organization, nor does it carry with it any insinuation that there are a large number who indulge in strong drink to excess. Father Coffin, of Iowa, who is widely known among the members of this order, thought enough of this remedy and its good results to allow his picture to accompany it as a commendation for it, and I am free to say that I would willingly pay for

the space it occupies myself if I thought even one of the five names which appear in the expulsion list in the January JOURNAL could have been left out. No one would be better pleased than the Editor if every member of this order would remember that they owe an obligation to themselves, to their dependents, to every member of this order, and to their employer as well, to lead sober, upright lives, and that drink is a sin against all of these. Then there would be no necessity for a remedy for this evil, and no remedy would be advertised; but so long as some forget, however few, we should not put out of reach of wife or mother any means that has any hope for the better things in it.

EDITOR.

Correspondence School.

GALION, O., Jan. 7, 1905.

EDITOR JOURNAL: For the benefit of the order why could there not be a correspondence school started in the JOURNAL? The Brothers are paying thousands of dollars yearly into institutions which could be saved to them if there was such a department in our JOURNAL. Of course, old men have gone by that period in life where such a thing would be of no benefit to them; and again, there are others who would be indifferent to such a thing or take little or no interest in the matter. But when it is claimed we have 47,000 members and others coming in every month I believe, and others will coincide with me, that there should be an effort in helping the young men who are entering our order.

I see a discussion arising in regard to the directory being removed from the pages of the JOURNAL. The space might as well be occupied by the directory unless it is occupied by some useful matter that will be of some benefit to the members. Twice a year is enough for the directory to appear in the JOURNAL, providing there is useful matter inserted in its place.

Start a department in the JOURNAL with a systematic study of problems that confront the members each day in their work and there is no doubt but it will meet with the approbation of a large number.

Hoping to see something done in this line, I am
Yours fraternally,
EDW. KAVANAUGH.

The Pen Mightier than the Sword.

JERSEY CITY, N. J.

EDITOR JOURNAL: I hope the appeal of our Editor will be heeded in regard to "contributors and the lack of them." I heartily indorse the stand he has taken in making this appeal.

Brothers, read your JOURNAL,—every one of us has a few spare moments,—and come out to our meetings. Div. 53 has had some very interesting meetings lately. Bro. W. P. Garabrant is devoting about one-half hour on the quick-action triple and air brake instructions in general every meeting Sunday. We had Bro. James Currie with us Sunday, November 27, and it was a pleasure to see his smiling countenance, and we all appreciated his visit.

We had our charter draped in mourning for our deceased Brothers, Peter Logan and Edward Johnson, and the thought came to me, Who is next?—just one a little ahead of the other, for this is the only certainty we have in this life, therefore, let us strive for a good name and live for something, so we may not be forgotten when it comes our turn.

Although riches and high positions are within the reach of but a few, learning and a good character may be obtained by every person; a good name is better than all. Without a character that commands respect, our influence in society is not felt, and while tolerated is never emulated.

Write your name in kindness, love and mercy on the hearts of those you come in contact with day by day. You will then become entwined in the hearts you leave behind when the Great Master Mechanic makes the last call and our train bears us over the Mystic River. Good deeds will shine as the stars in heaven.

Fraternally yours,
S. SCHLEGAL, C. E., Div. 53.

Tobacco Tags and the Home.

CHICAGO, ILL., Dec. 26, 1904.

EDITOR JOURNAL: I beg to thank you for the assistance you gave through the JOURNAL to my plan for furnishing the reception room at the Railroad Men's Home, and I inclose a list of the tags and coupons redeemed, donated by the Brothers of the different organizations.

There were 21,200 tags and coupons redeemed, with which we obtained a—

- Royal Wilton rug for 4,000 tags.
- Library table " 3,800 "
- Couch " 4,800 "
- Morris chair " 2,800 "
- Rocking chair " 2,800 "
- Writing desk " 2,300 "
- Chair for desk " 700 "

a very nice addition to the furnishings of the Home, but not by any means what it should have been, for not more than one per cent of the members of the four organizations sent in tags, evidently because so few of the Brothers look into their official publication. Over half of the 250,000 composing the four orders use tobacco in some form, and if each one had sent one whole tag we would have obtained twice as many as we did; and if each had sent or would send in 100, as some of the Brothers did, it would build a new \$125,000 Home. But we are thankful for the contributions that came to us and the result. Respectfully yours,

MRS. & MR. M. E. MURRAY,
972 76th Place.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Jan. 1, 1905.

EDITOR JOURNAL: Following is the statement of receipts for the Home for the month of December, 1904:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.	Div.	Amt.
29.....	\$12 00	241.....	\$ 6 00
86.....	12 00	249.....	12 00
103.....	12 00	292.....	7 25
110.....	12 00	294.....	5 00
161.....	12 00	310.....	10 00
176.....	10 00	312.....	10 00
192.....	10 00	368.....	5 00
186.....	12 00	399.....	10 00
196.....	10 00	475.....	10 00
182.....	12 00	515.....	12 00
213.....	24 00	519.....	12 00
218.....	2 50	543.....	12 00
219.....	12 00	565.....	5 00

Total.....\$268 75

FROM G. I. A. DIVISIONS.

Div.	Amt.	Div.	Amt.
10.....	\$ 2 00	179.....	\$ 5 00
91.....	5 00	212.....	5 00
104.....	5 00	263.....	2 50
164.....	2 00	282.....	5 25

Total.....\$ 31 75

SUMMARY.

Grand Lodge of B. of L. F., by W. S. Carter, G. S. & T.....	\$2,500 00
Hamilton Carhart, of Detroit, Mich.....	154 77
James Costello, of Div. 279, O. R. C.....	1 00
D. F. Andrews, of Div. 182, B. of L. E.....	1 00
O. R. C. Divisions.....	355 00
B. of R. T. Lodges.....	494 40
B. of L. F. Lodges.....	115 00
B. of L. E. Divisions.....	268 75
G. I. A. Divisions.....	31 75
L. A. to O. R. C. Divisions.....	62 50
L. A. to B. of R. T. Lodge.....	2 00
Total.....	\$3,896 17

MISCELLANEOUS.

- Two quilts from Lodge 100, L. S. to B. of L. F.
 - One box of fruit and dry goods from Div. 303, G. I. A., and Div. 598, B. of L. E.
 - One barrel of apples from Mrs. T. B. Watson.
 - Two boxes of canned fruit from Lodge 28, L. A. to B. of R. T.
 - One quilt from Div. 248, G. I. A.
 - Two boxes of cigars from P. H. Morrissey.
- Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



• Ladies' Department •

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, Mrs. M. E. CASSELL, 922 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

A Valentine.

E. A. H.

Jack's grandpapa to grandmamma
Once sent a piece of folly—
'Twas long ago, when he was "Jack,"
And she, of course, was "Dolly."
St. Valentine inspired the rhyme
He put within the letter,
And even helped him choose the seal,
Two hearts bound with a fetter.
'The rose is red, the violet's blue,
Sugar is sweet, and so are you."

And Jack's papa sent to mamma,
When he was just eleven,
The same rhyme for a valentine,
She being aged seven.
The envelope was tinted pink,
And up within one corner,
With bow and arrows, wings and all,
Sat Cupid, little scorners.
'The rose is red, the violet blue,
Sugar is sweet, and so are you."

And Master Jack shot out last night,
As swift as any rocket,
But not before I caught a glimpse
Of something in his pocket.
It was a letter—bless the boy!—
And I knew in a minute,

The next day was St. Valentine's,
And so, just what was in it:
'The rose is red, the violet blue,
Sugar is sweet, and so are you."

A Chat About Valentines.

What a stir and flutter that sly little elf, Master Cupid, creates among the young folks as the 14th of February draws near!

On no other day in the year do bright eyes watch so anxiously for the postman; while in country towns the small post-office is thronged as soon as school is over with merry, chattering groups of laughing boys and girls, eagerly awaiting their share of glittering "hearts and darts and true lovers' knots"—the effort to discover the senders making no end of fun and mystery.

St. Valentine, whose name, at least, is remembered in these gay, foolish mis-sives, was no doubt a very good old person, for we are told that he "was a man of most admirable parts, famous for his love and charity," and that he suffered martyrdom in the third century; but we can find nothing in his life to suggest his festival being kept as it now is, and has been for four or five hundred years.

The children, however, will not regret that these fascinating paper souvenirs have become a part of St. Valentine's Day; only the poor letter-carriers, as they toil along with their unusually heavy burdens, having reason to grumble at the worthy saint. As some wag writes:

"Oh, Love! how potent is thy sway!
Thou'rt terrible, indeed, to most men;
But once a year there comes a day
When thou tormentest chiefly postmen.
Oh, hard, indeed, the lot must be
Of him who wears thy galling fetters!
But e'en most miserable he
Who must go round with all thy letters."

The mode of celebrating the day differs in various countries, but to see St. Valentine at his best one must go to the old English city of Norwich.

There it is the great festival of the year, to which all look forward, and for which shopkeepers prepare for weeks beforehand; for their valentines are no paper affairs,

but of some intrinsic value, as toys, jewelry and sweetmeats.

St. Valentine's Eve is the time of celebration, and it is said that furious rapping at the knockers, all over the town, sounds like the clattering of ten thousand castanets.

In no country are so many so-called comic valentines sold and sent as in the United States. Is it possible that we, who pride ourselves upon being a people progressive and one of the foremost nations of the world, are lacking in natural refinement, and can find pleasure in anything so low as the sending of comic valentines?

There is no excuse for wounding the feelings of a fellow-creature by making sport of his infirmities or his position in life, even on St. Valentine's Day, and to a sensitive person nothing can be more cruel than to receive one of these exaggerated caricatures.

The day should be one to look forward to with joy, bringing sweets and leaving pleasant memories, if we would rightly honor good St. Valentine, and as they seem to know how to keep the 14th day of February in Norwich, I will close this chat with the couplet that always ends the valentines there:

"If you'll be mine, I'll be thine,
And so, good-morrow, Valentine."

M. E. C.

Greetings from Div. 1.

DEAR SISTERS: We come to you with New Year's greetings and sincerely hope that the new year may be productive of much good in the work we are striving to do.

May we see our duty clearly and do it not only for duty's sake, but because we love to help each other in every way we can.

May we always be alert for opportunities to do the right things, and encourage our Sisters by all working together in harmony. This we will do if we keep our motives pure and really "Do unto others as we would have them do unto us."

We have a very flourishing Division and a constantly increasing membership of willing, cheerful workers. We had a number of very pleasant social gatherings last year, notably our picnic at the Railway Men's Home, Highland Park, Ill., which we gave August 25, and which was attended by a large number of Brothers and Sisters and their friends. The C. & N. W. Ry. Co. again, as before, generously furnished us with free transportation for the round trip.

To those who have never attended one of these picnics, I would say that you have certainly missed a good time, and the inmates of the Home always seem to enjoy them as much as we do. These picnics are given as a benefit for the Home, and all our friends have responded so liberally that we have been enabled to clear a nice sum for it every year.

Our latest social event was a ball given on the evening of December 22nd, and judging from the happy crowd who attended it, it was at least a social success. As we have had no meeting since, at this writing it is impossible to say what the financial gains are, but any way the evening was spent most enjoyably and the refreshments served were all that could be desired.

We would say to our Sisters that we are always pleased to have you visit us, and believe that it promotes a general good feeling to visit each other, and so you may always be sure of a cordial welcome whenever you call on Crescent Div. No. 1.

I take the liberty to copy the following verses clipped from *The Home Monthly*, entitled "Nobility: "

" True worth is being, not seeming,
In doing each day that goes by
Some little good, not in the dreaming
Of great things to do by and by;
For whatever men say in blindness
And spite of the fancies of youth,
There's nothing so kingly as kindness,
And nothing so royal as truth.

" We get back our mete as we measure—
We cannot do wrong and feel right,
Nor can we give pain and feel pleasure,
For justice avenges each slight.

The air for the wing of the sparrow,
The bush for the robin and wren,
But always the path that is narrow
And straight for the children of men.

"We cannot make bargains for blisses,
Nor catch them like fishes, in nets,
And sometimes the thing our life misses
Helps more than the thing which it gets;
For good lieth not in pursuing,
Nor gaining of great nor of small,
But just in the doing, and doing,
As we would be done by, that's all."

Fraternally yours,
MRS. W. W. HAMILTON.

Little Acts of Kindness.

MOBERLY, MO., Dec. 19, 1904.

DEAR EDITRESS: May I write a few words on the value of the little acts of kindness which make up the "sum of happiness below?" It has been my good, or ill, fortune to have been Corresponding Secretary for several organizations during the past few years. It is one of my few good traits to be "faithful to my obligations," and whenever requested to write a letter or an article it may be considered as done. I have noticed that if I write nine articles correctly they are taken without comment and as a matter of course. Perhaps I should be flattered by the silence which may be a compliment, but I am not. I like to talk, and like others to talk too. But, if in the 10th article I inadvertently make an error or incorrect statement, the telephone bell is sure to ring, and I am called to account. It is an old adage "serving the public is a thankless job," and I have proved it so in most instances. The few exceptions form the oases in the desert which make it "blossom as the rose." I did not write this article to obtain sympathy or ask praise, but simply "To point a moral and adorn a tale." Having had the above experience it may not be necessary to tell you how pleasant it was to receive so kind a letter recently from our Editress in acknowledgment of an article. When she closed with the expression, "Come again, Sister, you are always welcome as the flowers in May," you may imagine what a warm glow it sent to my heart, and it inspired me to write this, which may

prove "a word in season." I thought how little it cost her, only the writing of that sweet note, but its memory lingers in my heart and warms it still. May I not tell the Sisters the train of thought this note aroused? Doubtless no Division which has been in existence any length of time is lacking in the class we style "reliable;" officers or members who never fail in attendance or duty. Does it ever occur to you to tell them you appreciate it? I know a lady who is neither witty, brilliant, handsome nor wealthy, and whose taste in dress rather approaches the ridiculous, yet she is welcomed in every social circle and beloved by young and old, because she has such a kind heart. She is always saying pleasant things, and in fifteen years' acquaintance I have never heard her say an unkind word of any one. Must we always wait to bring flowers until we can strew them over graves? Must we close so tightly in our minds the appreciation we feel for others, gifts that not one little ray can escape to brighten their pathway? Must we wait to say the pleasant word or do the kindly act until life's pulses are stilled or the heart grown weary and unresponsive to our touch! Mayhap the time never comes when we fail to love the bright, sweet notes of appreciation, but the waiting is weary and the road is long, unlighted by the lamps of kindly words and kindly thoughts. No one can delve into our minds and bring our feelings to the light and this is well; but, if they are good thoughts, give them expression; if harsh, hide them so deep down they shall not escape. If your friends are welcome and dear say so in unmistakable accents, and not with the air of a society dame. If your friend's new dress is infinitely becoming tell her so, it will not make her vain. If she writes well let her know you think so. It is not praise but justice to the heaven-sent gift which she has not hidden in a napkin but cherished and cultivated. Try praise. It may bring to some other heart the happiness thus brought to mine, and cause it to sing as mine has done over the bright little greeting, "you are welcome as the flowers in May."

-COR. SEC. 33.

Bright Hopes for the Future.

DEAR SISTER EDITRESS: Your request for an offering in January number reached me too late, as it went to California, then followed me to Iowa, where I had been sojourning for two months, called hence by the severe illness of one of my kin.

While there I received many invitations from Grand Officers and surrounding Divisions to visit them, but felt obliged to sacrifice pleasure for duty. My home coming happened to be in the worst storm of the season, a real blizzard, and as I had wanted to see plenty of snow I saw it to my heart's content. Trains were delayed which caused anxiety to my friends, and I had a chance to see all along the way the brave daring of our noble and trustworthy engineers.

As soon as I could, after the storm had sufficiently subsided, and the train stopped long enough, I walked forward with some traveling companions to see the man in the cab. It was stinging cold in the wind and sleet, but we found him looking closely after the engine with his helpers, icicles frozen to his whiskers, but looking as if he intended to brave the storm and do all in his power to reach his destination outlined. I know how hard it was to make any headway, and often we were behind time, how easy it was to make some slight mistake or catch the wrong signal, which would end in wreck or disaster. But I had perfect confidence in the man at the throttle, who landed us safely at last through all those trying scenes, and I have been congratulating the Brothers of California since my return, that they work in a milder climate, "the land of sunshine and flowers."

I returned home just in time for New Year's day, and I would extend to all the Sisters of the G. I. A. a most hearty greeting. Best wishes to the Grand Officers and the newly installed Division officers, not forgetting those who have laid down their badge of office after a successful year. We have certainly been prospered and blessed in our Order during the past year, and have bright hopes for the future.

The Pacific Coast joins in new interest with another Division recently organized. Mrs. Leland Stanford Div. 106, held its installation on Tuesday, Jan. 10th, with the Sisters of Div. 104, as guests, and Sister Armstrong, Grand Inspector, acting as installing officer. After the installation service a sumptuous banquet was served, to which the Brothers were made welcome. Several of the retiring officers, among them the Grand Chaplain, were presented with elaborate and handsome gifts. Much credit was reflected upon the impressive work of the installing officer, and the committee in charge, it being a happy and most successful affair.

GRAND CHAPLAIN.

Feminine Wisdom.

When a man's wife has gone away to visit, he wonders how he ever managed to get along as a bachelor.

There are lots of girls who are afraid of mice who wear a "rat" in their hair all the time.

Every time I see a woman kiss her worst enemy and call her "dear," I think what a great career would have been hers had she been a man and in politics.

It is usually after a woman loses her good looks that she takes up mission work and joins a club.

A man can give more valid reasons for making a mistake than a woman can for doing right.

There is a soul mate for each man and woman in the world, and once in awhile they marry.

When a woman admits that she is jealous, she is, and when she denies it, she is.

More men commit crime, go crazy, and kill themselves than women, yet we speak of women as the "emotional sex!"

Study Club Program for February.

"A mighty hand from an exhaustless urn
Pours forth the flood of years."

1. Paper—Current events of 1904.
2. Reading—"Is the World Growing Better?"
Everybody's Magazine, December, 1904.
Discussion.

3. Let each member bring a clipping of some heroic or unselfish action which occurred during the year.
4. Book Review—The Simple Life. Charles Wagner. Is it possible, with our complex civilization, to live such a life?
5. "A Waste of Human Life." By Ray Stannard Baker, in McClure's for December, 1904.

Silently, like the blessings of God, the years descend upon us; come with a glory and a promise, bringing to us treasures and trials unknown; bearing with them something of the radiance of the Throne, of the gleam and glimmer of the far-off "Jasper Sea."

And as silently they go, out beyond our reach, bearing with them all the sweetness, the gladness, the sorrows, regrets and mistakes.

Down their tide dear faces have vanished, leaving us behind; but life and love are eternal, and God will surely give us our own again.

What are we going to accomplish in the year which has just begun? Shall we progress or be willing to simply drift with the tide. Shall we sit calmly down, satisfied with ourselves and our past achievements, saying, "Let well enough alone"? No! a thousand times No. We want to rise; to live up to what is highest and best within us, and make our beloved order more potent for good. Our Grand Officers are constantly urging us, by tongue and pen, to greater activity. Let us respond with our best efforts helping them, ourselves and the world.

May happiness and prosperity attend all our Sisters, and let us all strive to so live that we may finally enter into that larger and better life, "where time shall be no longer."

STUDY CLUB COMMITTEE.

Some Thoughts on Insurance.

With the January JOURNAL as an incentive, I venture to air some of my views on the subject of insurance, and I hope for the next eighteen months many of our Sisters will do the same, in order that our delegates may be able to legislate for us wisely and well at Memphis in 1906.

I believe, with many others, that our system of insurance needs a remodeling or making over; for, though it has fulfilled its mission completely in the past and always reflects unlimited credit on its originators, our V. R. A. has grown so wonderfully that the time has come when a change is absolutely necessary.

Now, will "rating of assessments according to age" give the change that will do the most good? Well, for reasons which I will not discuss in this article, I fear not.

I believe that insuring on the "Expectancy plan" is far better. What is the Expectancy plan? Well, I will try to explain as briefly as possible.

There are tables already, or we could formulate one of our own, showing how long a Sister is expected to live after she has reached a certain age, and her assessments can be levied accordingly. Then, if through something unforeseen she should die before reaching the expected age, the amount of assessments still due the V. R. A. may be deducted from the amount of the policy, and then each one would be paying for what she got and no one be getting something for nothing, and the young stand an equal show with the old.

Now, the idea of deducting from the policy shocks you! Well, it need not, for you would be surprised at the very small amount it would take out—in many cases less than one dollar.

Do not say we are turning fortune-tellers in presuming to say how long each one shall live. No, we are not. God, and He alone, knows "the day and the hour." But thinking ones can, and do, figure out how long a person is expected to live after she reaches a certain age, be that age twelve, twenty or sixty.

Now, Sisters, here are some views with which you do or do not agree. Well, say so through the JOURNAL. Do not say, "I cannot spell," or "I am no grammarian." Not all of us are college-bred, I can tell you; but if you are too timid to come as you are, write your thoughts to our dear Editress, and I know she will be only too happy to clothe them properly and present them for you, and you can have your say just the same.

With good wishes for all, I am,

Yours fraternally,

MRS. M. E. FITZPATRICK, Div. 150.

Woman at Home.

There is no place where the graces of true womankind shine out more conspicuously than in the common daily intercourse of the family. Patience, gentleness, tender sympathy, love and forbearance here come into play with a force and

influence felt in no other place. Here those virtues, which have their source in the Divine nature, find their most congenial atmosphere. Let them be lacking, or any of them, and the harmony is broken, and peace and joy depart. It is not to be understood that the happiness of the family relation does not also depend in a large measure upon the character of the husband and the father, but we insist only that the influence of the wife and mother here is the chief and most essential thing. The home is, primarily, what she makes it. It is her domain, her throne of power. If she chooses to neglect her duties at the behest of society, or because of other outside interests, the home suffers from her absence, and the family loses all that charm and brightness which her presence should infuse. There is danger, we apprehend, in these days of progress and "reform," particularly in the matter of "woman's rights," of undervaluing the influence and character of the family life. It is sometimes talked of as a matter of small consequence in comparison with that so-called wider sphere outside of home duties, to which many are aspiring. But let the truth be emphasized, that the mothers of today hold the levers of the world's tomorrow. Let impurity, discord and dissension enter the homes of the people, let the family life be corrupted, and disease and death will fasten itself upon the vitals of the republic, and its days will be numbered. Domestic happiness underlies national strength and prosperity, and the nearer we approach to the ideal home the less we shall have to fear for the future.—*Leslie's Weekly.*

A Deed and a Word.

A little stream had lost its way
Amid the grass and fern;
A passing stranger scooped a well,
Where weary men might turn;
He walled it in, and hung with care
A ladle at the brink;
He thought not of the deed he did,
But judged that all might drink.
He passed again, and, lo! the well,
By summer never dried,
Had cooled ten thousand parching tongues
And saved a life beside.

A nameless man, amid a crowd
That thronged the daily mart,
Let fall a word of hope and love,
Unstudied, from the heart;
A whisper on the tumult thrown,
A transitory breath—
It raised a brother from the dust,
It saved a soul from death.
O germ! O fount! O word of love!
O thought at random cast!
Ye were but little at the first,
But mighty at the last.

—*Charles Mackay.*

New Divisions.

ANOTHER IN TEXAS.

Our Grand President assigned to me the pleasant duty of organizing a G. I. A. to W. H. Reilly Div. 427, B. of L. E., at Yoakum, Texas. I was notified that they would be ready to organize on Nov. 28, and accompanied by Sisters J. W. Smart and W. D. Oland of Mistletoe Div. 181, arrived at Yoakum on the afternoon of Nov. 27. We were met at the depot by several of the prospective Sisters, who gave us such a royal welcome that the discomforts of the trip—which among other things was a "lay over" of about nine hours at West Point Junction—were forgotten.

The Sisters had carriages in waiting, and we were taken to pleasant homes. Sisters Smart and Oland were entertained at the beautiful home of Sister Martin, while I had a delightful visit with an old school friend, Sister Marsters. On the morning of the 28th we met at the Red Men's Hall, at 9:30, and with Sister Oland as Secretary and Sister Smart as Marshal, Yoakum Div. 336 was organized, with twenty-four charter members. Officers were then elected, after which we adjourned for dinner at the pleasant home of Brother and Sister Conlon, and needless to say we did ample justice to the turkey and other delicious eatables served. The afternoon was given to installation of officers and exemplification of the ritual work. The appointed offices were all filled, and each seemed especially suited for the station to which she was chosen. Sister Conlon, who was elected President, joined the G. I. A. at the late Convention at Los Angeles, and it was largely through

her efforts that the new Division was organized.

Tuesday morning we met at 10 o'clock, holding an all day session. The new officers were all in their stations, opened in regular form and went through all the forms of ritual work. One could hardly believe that they were not "old-timers," especially in the officers' drill and burial service. The new Auxiliary deserves much praise for the manner in which they took hold of the work, and the success and prosperity of Yoakum Div. 336 is assured, because of such earnest and diligent workers.

I must not forget to mention that Red Men's Hall is in possession of a fine, large goat, the use of which made the initiation of candidates much more impressive, especially when the new members were ready to be conducted to seats near the Vice President. His goatship was in fine spirits, and under the capable management of Sister Russell, he displayed many accomplishments, to the great enjoyment of all, the victims not excepted. After the close of the meeting a photographer came in and took a picture of us all, and I felt disappointed that the goat was not given a place in the group. We were then driven to the home of Brother and Sister Martin, where we enjoyed a dainty supper.

In the evening a reception was given at the hospitable home of Brother and Sister Russell, to which the Brothers and their families were invited, and a large number were present. A delightful musical program was rendered, which added much to the pleasure of the evening, and a most enjoyable social time was had by all who were fortunate enough to be present. Delicious refreshments were served, and the dining-room with its beautiful decorations and attractive table, made a scene long to be remembered.

The next day quite a number of the Brothers and Sisters were at the depot to bid us good-by, and we started on our homeward journey, carrying with us most pleasant memories of Yoakum and her people.

MRS. R. W. MAYS.

AT BURLINGTON, IA.

In response to our Grand President

Mrs. W. A. Murdock's call, I secured transportation for Burlington, Iowa, to organize a Division there on December 12th.

I was well cared for by Bro. J. A. Richards, F. A. E., and wife in their comfortable home. At 10 o'clock on the morning of the 12th the ladies were at the hall ready to assume their responsibilities. We organized in the morning, elected and installed officers, and by 2:30 were ready to hold meeting. As the second and fourth Mondays were to be their regular meeting days we started in with the work in regular form. I was pleased, as well as agreeably surprised, to see how well the ladies started out with the work, it being so new to them. After we had drilled in the work during the greater part of the day we were ready for the fine five-course dinner served us at one of the leading hotels in Burlington. The charter was held open for a short time as there were some of the ladies who could not be present that day. The ladies were very enthusiastic over their new Division, No. 348, and gave it the name of "The Burlington."

Too soon the hour came to say farewell, for we met as friends and we parted as Sisters.

MRS. W. H. McBRIDE,
Grand Organizer and Inspector, Valley Junction, Iowa.

AT CRESTON, IA.

On December 9, 1904, Highland Division 341, G. I. A. to the B. of L. E., was organized by Mrs. W. A. Murdock, Grand President. There were fifteen charter members. After the meeting at the hall the Division adjourned to the home of Sister Frank Heflin, where in the evening a banquet was served, and an evening spent long to be remembered by all present.

MRS. GEO. WATERMAN,
Sec., Div. 341.

ANOTHER FOR MONTANA.

Our Grand President, Sister Murdock, appointed Mrs. J. C. Anderson, Past President of Div. 101, to go to Great Falls, Mont., to organize a Division there. She was assisted by Sisters G. W. Valentine and W. L. Brewer. Sister Valentine acting as musician and secretary, and Sister

Brewer, as Marshal. We were met at the depot by Brothers and their wives and taken to the hotel. The day following, on December 11th, we were escorted to the Odd Fellows' Hall where the organization was to take place.

After arriving at the hall the Brothers of Div. 504 presented members with the charter, seal, ritual and by-laws, for which the ladies were truly grateful. Electric City Div. 325, was duly organized with nineteen charter members. While the Division was being organized and officers installed the Brothers were busily engaged in the annex preparing an elaborate luncheon. And when the doors were thrown open they were greeted with a pleasing sight. Brother Fisher, M. M. at Great Falls, and Brothers Stoddard and Houle served the ladies at the luncheon. Brother Fisher with a long white apron, with long white streamers, made a very graceful and accommodating waiter.

When all had been served, fifty in number, Brothers, Sisters and friends were given a theater party, which all thoroughly enjoyed. Not enough praise can be given Brothers of Division 504, who so ably assisted in making this event a grand success, of which the organizer and members are very proud. We left the Division in charge of an intelligent and industrious lot of ladies, and our trip to Great Falls will long be remembered with pleasure. We feel assured that our good and noble Order will find a permanent home in Electric City Div. 325. God bless our noble Order, the G. I. A. to the B. of L. E.

MRS. J. C. ANDERSON.

Notice.

A union meeting of the G. I. A. will be held in I. O. O. F. Hall, in Columbus, O., on March 14, under the auspices of Div. 52. The ritual work will be exemplified and fancy drills given, including the Installation Drill. Sister Murdock and other Grand officers will be present. All members of the G. I. A. are invited, and the Ohio Sisters especially urged to come to this meeting.

EDITRESS.

Division News.

THE first anniversary of Div. 307, Reading, Pa., was celebrated in a fitting manner on the evening of December 10, to which celebration the members of Div. 75, B. of L. E., were invited, and responded by being present. The C. E. of Div. 75 introduced Bro. Joseph Williams, who delivered an address full of inspiration, after which all present were seated at the table, which was made beautiful by decoration and loaded down with eatables representing the culinary art of the Sisters. Many were the words of praise bestowed upon the different viands, and the coffee as made by Sister McGovern was pronounced excellent by the Brothers, who proved their assertions by calling time and again for "one more cup of that good coffee." After spending an evening full of enjoyment we returned to our homes, hoping for many such evenings with the same spirit of harmony.

MRS. MATTIE BRADFORD.

GOLDEN SEAL Div. 30, of the G. I. A., Parsons, Kans., has been silent for a long time, and now comes forward and sends greetings to all Sister Divisions, wishing them a prosperous and Happy New Year. We have started the new year with a rich treasury, the fruits of hard labor the past year, and hope it may continue so through out the lifetime of our beloved Division.

We have a splendid membership, and our lodge is growing and the prospects are very bright for a more rapid growth, as a prize of \$2 is offered by the Division to the Sister securing the most members this year. We all expect to work for the prize, and in so doing we also work for the good of our Order. We love our noble Division and its good works and are like a great family, very dear to each other.

On the evening of January 4th, at B. of L. E. Hall, at the close of a meeting of Div. 179, B. of L. E., we served a farewell banquet to our dear Brother and Sister Mr. and Mrs. Wm. Boucher, who were leaving for their new home in Alliance, Nebr. A large crowd of the Brothers and Sisters were present, and the evening was indeed a most enjoyable one.

We deeply regret the departure of our Brother and Sister from our midst, and all unite in wishing them happiness and prosperity in their new home. At our regular meeting on the afternoon of January 5th, we presented our Sister with a handsome solid gold thimble, initial engraved, as a token of our sisterly love for her. We know she will often think of us when far away, but our little gift will cause her to think even oftener of us, as each time it is placed in use on her finger it will bring back to her memory the many pleasant times we have spent together.

At the same meeting of our Division we also presented our worthy Past President, Mrs. Frank Trago, with a beautiful hand painted vase (the work of our Sister Mrs. Glenn Ewing), as a token of our appreciation of her faithful service rendered the past year. Sister Trago has worked very hard for the welfare of our Division, and much credit is due her for its prosperous condition. Our rummage sale in December, conducted by our Sister, was a grand success. We have a splendid corps of officers for the ensuing term, and trust we may continue the good work already begun. Success to all our Sister Divisions. Thanking you for a share of space in your popular magazine and hoping we may appear again in the future,

I am sincerely yours in F. L. and P.

MRS. FREDERICK H. KREGER,
Treas. Div. 30, G. I. A.

I WOULD like enough space in the columns of the JOURNAL to let you know that Silver Star Div., 22, Grand Rapids, Mich., is not dead. We are alive and working. Our Division is small, only 45 members, and six of them do not live in our city, and ten of them we added in the past year. Our readers must not forget that this was convention year. We sent a delegate and our finances are still good, having something like \$150 in our treasury now, so you see we have been working some.

We installed our new officers the third Thursday in December, after which we presented our Past-President, Mrs. Mary C. Gage, with a very nice chocolate set;

then served coffee, doughnuts and sandwiches. All had a very nice time.

We have a fine set of officers, and with our headlight bright and clear, we think we have a prosperous year before us.

C. S., Div. 22.

G. I. A. Voluntary Relief Association.

TOLEDO, O., Feb. 1, 1905.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members of the Association, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for same was dated later than December 31, 1904.

ASSESSMENT NO. 194.

Died Dec. 13, 1904. Sister Anna B. Smith, aged 62, of Div. 111, Martinsburg, W. Va. Cause of death, cerebral hemorrhage. Carried two certificates, dated March and June, 1900, payable to William M. Smith, husband, and Anna B. Smith, daughter.

ASSESSMENT NO. 195.

Died Dec. 22, 1904. Sister Tena E. Barnes, aged 59, of Div. 62, of Collinwood, O. Cause of death chronic nephritis. Carried two certificates, dated March, 1894, payable to T. J. Barnes, husband, and Nina J. Barnes, daughter.

ASSESSMENT NO. 196.

Died Dec. 13, 1904. Sister Nora E. Brown, aged 50, of Div. 99, Boston, Mass. Cause of death, pneumonia. Held two certificates, dated April, 1894, payable to C. E. Brown, husband, and Nancy M. Moriarty, sister.

ASSESSMENT NO. 197.

Died Dec. 24, 1904. Sister Carrie Smith, aged 58, of Div. 80, Mauch Chunk, Pa. Cause of death, paralysis. Carried one certificate, dated September, 1891, payable to children, Annie, Lobien, Frank, Dan and Stroud Smith.

Members will pay their Insurance Secretaries on or before February 28, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must forward to General Secretary and Treasurer not later than March 10, 1905, or stand delinquent till remittance is made.

Assessments Nos. 196 and 197 will be paid from the Assessment Fund.

Members in good standing Dec. 31, 1904, forty-eight hundred and thirty-one in the first class; and two thousand and seven in the second class.

There has been much confusion about transferred members, because the new law is not followed. If the General Secretary is properly and promptly notified, she will instruct Insurance Secretaries. Please study Section 7, page 87.

MRS. GEO. WILSON, Pres. V. R. A.

MARY L. ROBERTSON, Gen'l Sec'y and Treas.

• • Technical • •

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Automatic Air and Steam Coupler.

BY R. H. BLACKALL.

Laws are being gradually introduced which tend to give the greatest protection to all men who are engaged in the different branches of railroad service. The replacement of the link and pin with the automatic coupler has done away, to a large extent, with the necessity for trainmen going between cars to make couplings. The new equipment, combined with laws which compel their use, has made great strides toward accomplishing safety, especially for the trainmen. The introduction of the air brake has been of inestimable value as a protection to life and property, but its use still makes it necessary for the trainmen to go between cars in the performance of their duties. Devices are now on the market which will not only couple the air pipes on freight cars, but in passenger service it will couple up the air brake, air signal and steam heat connections, so that it will not be necessary for the trainmen to perform this work, the operation being made automatic by the coupling of the cars.

Aside from the danger involved in going between the cars for the purpose of coupling the hose, a saving is made in time as well as in the less frequent renewal of parts.

The sale of the Forsyth Automatic Air and Steam Coupler is now controlled by the New York Air Brake Company, and this device is illustrated in Figs. 1, 2 and 3 in Plate 1. Fig. 1 is a plan or top view. This shows the various train-pipe connections, the location of the train pipes with respect to the center line of the car and the proper length for the short lengths of pipe connected to the coupler.

Fig. 2 is a side elevation of the coupler, in which the method of attaching the brace and length from the coupler is

shown, also the proper length between the center line of the coupler and the center line of the draw bar.

Fig. 3 is an end elevation of the coupler, and shows the lengths of the center line of the various pipes above the center line of the automatic coupler head.

It will be seen that the use of the automatic coupler in freight service requires but one connection to the coupler head. This simplifies the coupler very much for freight service, and makes its application practically as simple as that of the familiar air hose.

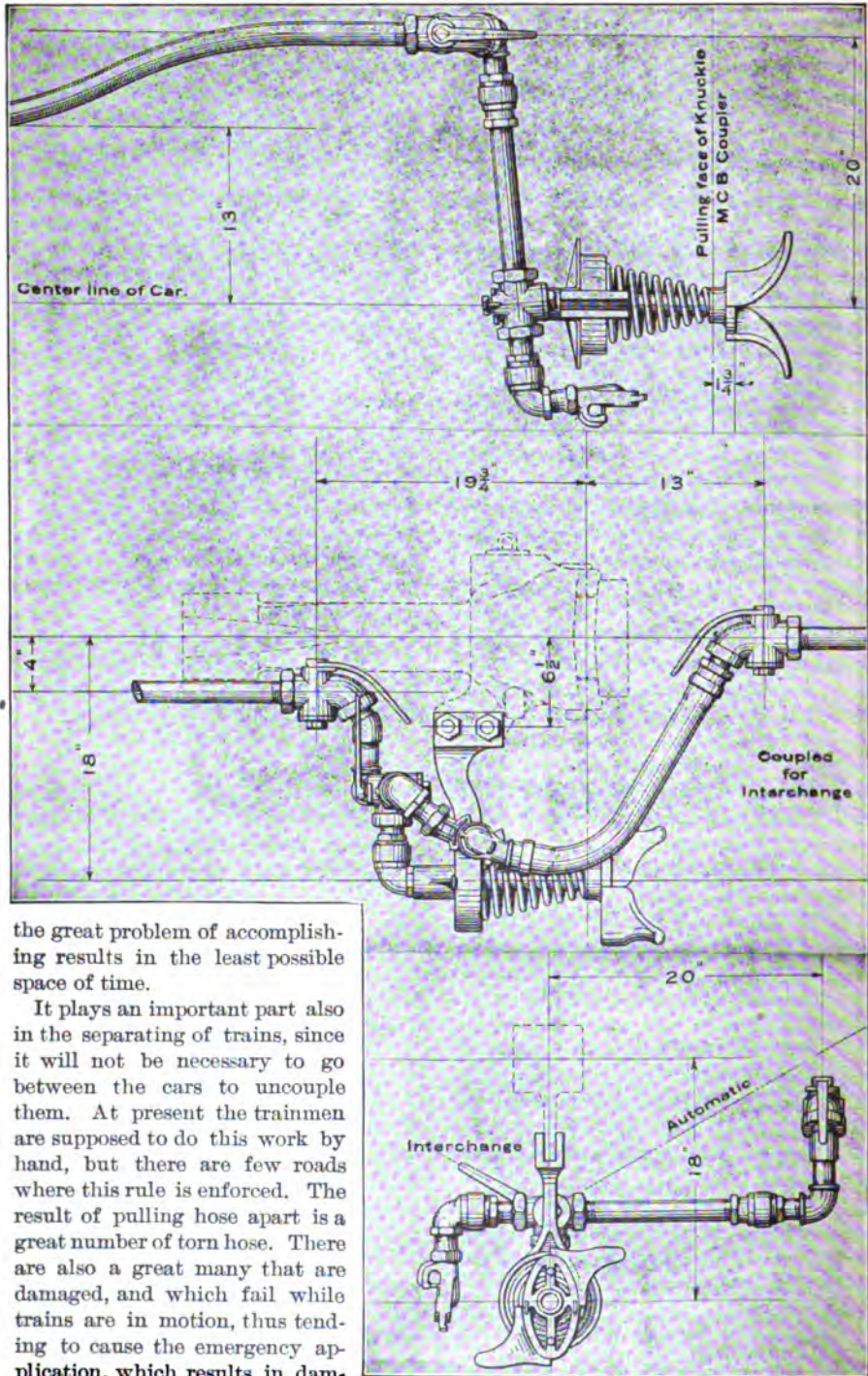
By means of the improved method of piping and the flexible joints which the coupler has, the head can adjust itself to the varying heights of cars and the varying degrees of curvature upon which they may be run. The gaskets are forced together face to face, and are held together, air-tight, by the pressure of the air and by the tension of the conical springs behind them.

The coupler is attached to the draw bar by a brace which holds it in the proper position, while the springs and flexibility in the pipes and couplings allow the necessary play.

In coupling cars together the automatic coupler comes together face to face, and in uncoupling draw away from each other without the amount of rubbing action that ensues on the gasket with the ordinary hose coupling.

By the elimination of the rubber hose, this device is expected to greatly reduce the cost of maintenance. The coupler is also expected to make a great saving in gasket renewals, owing to the way in which the gaskets are brought together and separated.

There seems to be little doubt but that there is an urgent call for a device which will automatically couple the air and steam when the cars are coupled. This is not only a necessity from the standpoint of safety to the train crews, but, as it will do away with the necessity of going between the cars to couple the hose, it will serve to reduce the time necessary in which to get a train ready for the road. All such questions are part of



the great problem of accomplishing results in the least possible space of time.

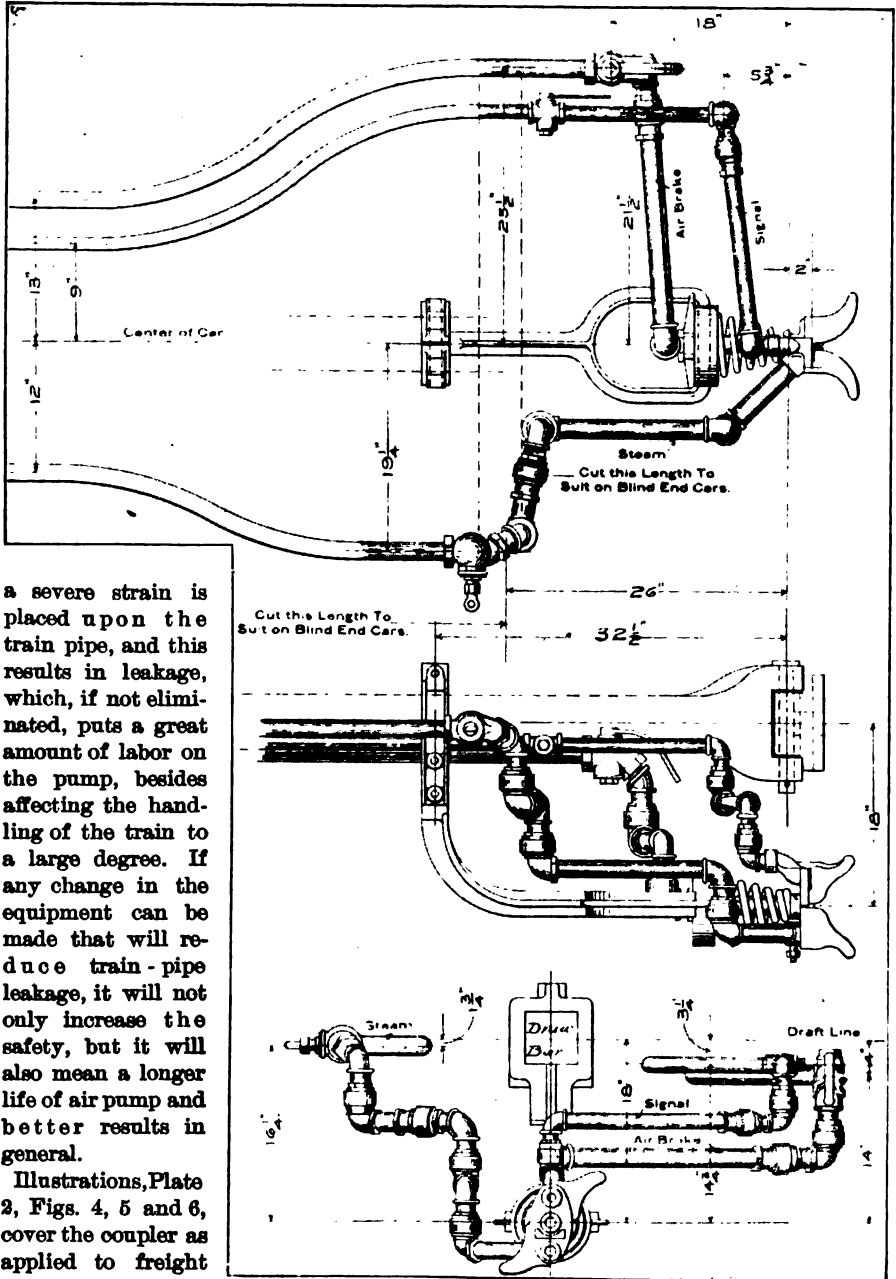
It plays an important part also in the separating of trains, since it will not be necessary to go between the cars to uncouple them. At present the trainmen are supposed to do this work by hand, but there are few roads where this rule is enforced. The result of pulling hose apart is a great number of torn hose. There are also a great many that are damaged, and which fail while trains are in motion, thus tending to cause the emergency application, which results in dam-

PLATE I.

age to cars and lading, and in many delays, to say nothing of the injuries which the members of the crew in the caboose are likely to sustain.

Frequently when hose are pulled apart

of which is the same as that for the passenger cars. It will be noted, however, that on this coupler a provision has been made so that a car not equipped with an automatic coupler can be con-



a severe strain is placed upon the train pipe, and this results in leakage, which, if not eliminated, puts a great amount of labor on the pump, besides affecting the handling of the train to a large degree. If any change in the equipment can be made that will reduce train-pipe leakage, it will not only increase the safety, but it will also mean a longer life of air pump and better results in general.

Illustrations, Plate 2, Figs. 4, 5 and 6, cover the coupler as applied to freight cars, the operation

PLATE 2.

nected to the present coupler in use today. All that is necessary is to connect the two hose couplings and turn the two-way cock, shown. The movement of this valve turns the passage of the air to the automatic or the hand coupling as desired.

PRESSURE RETAINING DEVICE FOR AIR BRAKES.

In the December number of *Railway Machinery* is given an article on a new type of retaining valve, which is entirely in the hands of the engineer. Attention is called to the necessity for a device of this kind, and it is contended that it is most essential that the control of the train should be entirely in the hands of the engineer, rather than a partnership affair between the train crew and the engineer.

The valve consists of a mechanism placed between the triple valve exhaust port and the train pipe, a piston in it being subjected to train-pipe pressure on one side and the tension of a spring on the other, the spring acting to prevent the piston from being forced over to close the exhaust port as long as the pressure in the train pipe is less than 85 pounds. Upon reaching a grade where it is desired to use the retaining-valve feature, the train-pipe pressure is raised to 85 pounds, at which time the spring back of the piston is compressed and the piston is forced over so as to close the exhaust port. The exhaust port now remains closed until the train-pipe pressure is reduced to 80 pounds, at which time the spring asserts its power and forces the piston over so that the exhaust port will again be opened, when the brakes can be released.

One of the peculiar features contained in many of the air-brake patents is that the mechanism in question will not work satisfactorily with the equipment that is now in use, and so many inventors seem to forget that it is impossible for all roads, even if the device is of sufficient importance to warrant it, to make a complete change of existing equipment. Many devices are also patented that may operate satisfactorily with some given pressure, but will not operate in case the pressure

is increased to 90 pounds, that employed with the High-Pressure Control Apparatus used in grade and fast freight service.

Any device which maintains all of the brake-cylinder pressure when a train is being controlled on a grade will always be objectionable, since the packing leathers which are in first-class condition will hold practically all of the air that is put into the brake cylinder. As a result, the cylinder pressure gradually builds up on these cars, with the final result that these cars do much more than their share of work and the wheels on these cars are very likely to be overheated. This would be especially true in case this device were on but a few cars of the train.

Such a device would also be objectionable if the brakes were applied too hard in descending a grade, in which case they could not be released without reducing the train-pipe pressure to 80 pounds.

A practical railroad man can readily see that it would not be good practice to reduce the train-pipe pressure to 80 pounds and then release all of the air from the brake cylinders on a heavy grade.

One of the essentials in order that an invention may be a success requires that the device will operate with the present equipment when different pressures are employed, and it must be of such a nature that it will operate with cars in interchange service.

REGULATIONS FOR RAILROAD EMPLOYEES.

The following gives an idea of some of the laws in different states in regard to the number of hours of rest that must follow a certain number of working hours, as set forth in a paper presented to the International Railway Congress by G. L. Potter, V. P. of the B. & O.:

One state provides for eight hours' rest after thirteen hours' work, one after fifteen hours' work, three after sixteen hours, one after eighteen, one after twenty and two after twenty-four; one state provides for nine hours' rest after sixteen hours' work, one for ten hours' rest after thirteen hours' work, and one after sixteen hours' work.

These laws in most cases conform with the practice established on railroads.

From this it can be concluded that the railroads practically establish their own regulations with regard to these questions, conforming to general laws regulating labor in all industries.

Fifty per cent of the companies replying to Mr. Potter's questions have so-called agreements with organizations of various classes of employees. In these agreements, which are primarily schedules of wages, conditions of service are enumerated in more or less minute detail. They are generally signed by the general manager of the railway company and by representatives of the employees; at other times by general officers of their unions, and sometimes by the railway officers only. Some railways, having no agreements, issue printed bulletins covering these questions, signed by an operating officer of the railway; and others, while there are no published regulations, are governed by customs which have been crystallized by conferences and precedents, and though unwritten are about as firmly established as the printed and signed agreements. The above-named agreements and tacit understandings primarily define rates of pay, pay for overtime, periods of rest for meals, and usually specify the number of hours of rest allowed after a certain number of hours of work.

In some instances, when men are under monthly pay and their work is continuous and unusually arduous, one or two days a month of vacation is allowed, and in other cases one or two weeks a year. These cases, however, are rare, and the matter is usually equalized by a corresponding adjustment of pay, the general principle governing the rate of pay being that an employee is paid for the actual work done.

MOLASSES FOR LOCOMOTIVE FEED WATER.

A curious accident happened recently on the Baltimore & Ohio Railroad at Freeport, W. Va. A gang of Italians while emptying big tanks of water from a water crane into a tank got a tank of molasses mixed with the water, and the fact was not discovered till half the engines had taken their supply. The re-

porter is authority for the statement that "the heat literally made taffy in the boilers and the engines affected were tied up in the yard until the boilers were scrapped out."

We will not vouch for it, but it is also asserted that the engineers and firemen dealt out an unusual amount of taffy while the molasses lasted.

QUESTIONS AND ANSWERS.

Q.—N. L. G.—I saw an engine the other day that was equipped with the high-speed brake, but it was piped up different than our engines. Instead of having the pump governor pipe from the low-pressure head connect into a tee in the pipe connected to the high-pressure head, it was connected to the top of the reversing cock. The small cock was also left out of the pipe to the low-pressure head. Was this outfit coupled up wrong or is that the way it is done now?

A.—What you saw is a new method of coupling up this device. This is the method that will be recommended in the future and is better for the following reasons:

The one-quarter-inch cock is done away with; this method makes the same plan the same for either the high-pressure control for freight service or the high-speed brake for passenger service, the only difference being that train pipe governors are adjusted differently for the two systems, and high-speed reducing valves are used with the latter and safety valves for the former equipments; so piped with the high-speed system the advantage of a high main reservoir pressure is obtained with which to release when the low train-pipe pressure is cut in. In connection with this method of piping it might be well to remind you of the fact that the low-pressure governor is cut out by turning the cock handle of the reversing cock so as to cut in the high-pressure train pipe feed valve.

Q.—B. R. P.—I would like to know what the JOURNAL thinks about taking the conductor's valve to stop a train with. I had it used on me the other day and it made me wonder if a train could be stopped with this valve, when the engine

was working, and not break the train in two. I was pulling a train of twelve or thirteen cars at the time and we pulled in two just back of the engine.

A.—There is no doubt but that the train can be brought to a standstill by the use of the conductor's valve if handled properly. In case of actual danger, of course, we are not as particular whether we break in two or not, the main point being to stop as soon as possible. If it is desired to stop and the signal fails to reach the engineer a stop can be made by opening the valve, but this should be done cautiously so as to produce a service application of the brake. Especial care should be taken in opening the valve at such times as the speed of the train is slow, as when just starting, or when using considerable steam in grade work.

The service application of the brake properly applied on a passenger train should bring the train to a stop without accident, but it should always be borne in mind by the train crew that the conductor's valve is primarily an emergency valve and should, as a rule, only be used then. Where practical the train should be brought to rest by signaling the engineer.

Q.—R. G.—In my experience I have noticed that I have seen more cases of flat wheels on light cars than I have on heavy ones. This may be imagination, but I don't think it is, and would like you to give me a reason for this fact if it is one, and set me right if I am wrong. It seems as if this was a fact and yet I know that the cars were all braked at practically the same per cent of the weight. Of course I know that there are special cases like short piston travel and stuck brakes, but I don't refer to any of these defects, for these happen to light and heavy cars alike.

A.—There is certainly a reason and a very good one why cars which are light should tend to slide more frequently than those which are heavier. If you follow this matter down to the actual weight on the wheels in the two types of cars you will readily see how the facts bear out your observations.

Suppose you have a car that weighs 80,000 pounds empty and another that weighs 45,000 pounds when empty and that they both are braked at 70 per cent of their light weight. In the first case the total pressure of the shoes against the wheels would be 21,000 pounds and in the second case the total pressure of the shoes against the wheels would be 31,500 pounds. In the first case the weight on each axle would be 7,500 pounds and the braking power per axle would be 5,250 pounds; the difference between the two would be 2,250 pounds which may be considered as a protective weight to keep the wheels from sliding.

In the second case, or that of the heavy car, the weight on each axle would be 11,250 pounds and the braking power on each would be 7,875 pounds; the protecting weight would be 3,475 pounds, or about 50 per cent more protection than is afforded with the lighter car which has the same percentage of braking power. This being true there is no doubt but that there is more likelihood of wheels being slid more frequently on light than on heavy cars if they both have the same percentage of braking power.

Q.—D. S. M.—The other day we had a long train of empties and had some trouble with the wheels sliding on one of the cars. It didn't seem to make any difference if I did only make a light reduction of train-pipe pressure. We looked at the piston travel after we noticed it was sliding and found it like the rest, somewhere around seven or eight inches. I let it out a couple of inches and it kept right on sliding just the same; there didn't seem to be any trouble in getting the triple to go to release position when the others did. We couldn't figure out what was the matter and would like to have an explanation of the queer action of sliding?

A.—The action of the wheels pointed to a high braking power and indicated that pressure was reaching the brake cylinder in some way. In all probability the train-pipe pressure was connected with the brake cylinder on account of leakage by the rubber-seated or emergency valve.

This leakage passed to the brake cylinder and out to the atmosphere when the triple valve was in release position, but the exhaust port being closed after the triple slide valve had moved to service position, the pressure in the train pipe and that in the brake cylinder equalized and this high pressure caused the wheels to slide. The reason for the pressure equalizing at a high pressure was because there was a considerable number of cars coupled up and this meant that there was a large volume in the train pipe compared with that in the brake cylinder; hence, the pressure in the cylinder raised considerably for a very slight reduction of pressure in the train pipe.

Q.—G. B.—Can you tell me what is the general thing to be out of order when the signal doesn't respond right; that is, when it don't sound right when the crew pulls it back in the train?

A.—On the supposition that the crew pulls the cord properly, that is, pulls it for the duration of a second and then waits two or three seconds to get the pipe recharged, the trouble is usually in having the signal pipe overcharged, due to dirt in the reducing valve, or to an improper fit of the stem in the signal valve.

Electricity — Magnetism.

BY ELWOOD A. GRESSINGER, E. E.

When a piece of steel is rubbed with loadstone it becomes magnetized. If the same is suspended by means of thread or upon pivotal centers and then allowed to assume its chosen position, it will be found to point north and south. The position may not be due north and south, but will be very nearly so. Any deviation from the true north will be caused by the earth's magnetism, which effect is of much greater consequence in some localities than in others. When a piece of iron or steel is thus influenced, it is called a magnet. The fact that when it is suspended it will be selective as to position, enables us to say that a magnet has a north pole which will always point toward the terrestrial north pole, and a south pole which will point in a diametrically opposite di-

rection. Upon this principle the mariner's compass was devised.

Cast iron, wrought iron and steel are magnetic substances; but of the three the latter is the only one that will retain magnetism, the others giving up the influence as fast as it is imparted. The softer the metal the more rapidly it will acquire full magnetization and the more rapidly it will demagnetize. Every true magnet has two poles. Its magnetism is the strongest at its poles. This strength diminishes rapidly at first and then gradually, until at the half-way point between the poles there should be no magnetism present. This point is called the neutral point or equator of the magnet. Sometimes it may be found, upon examination, that a magnet has more than two poles. Such are called consequent poles, and arise from different causes.

It has been assumed that magnetism is electricity in rotation. At any rate, it is known that a magnet can be imitated by an electric whirl. A magnet is not magnetized as a whole; but each molecule of it is separately magnetized—the magnet being an aggregation of polarized atoms or molecules. The fact that a magnet is made of such polarized particles is easily proved by breaking a magnet in two. Each part will be found a perfect magnet. This will be true of every portion, no matter how often subdivision may take place. From a previous remark, it is not meant that a permanent steel magnet (as distinguished from an electromagnet) has a current of electricity circulating round and round it, but each molecule of the magnet has its own current circulating round it; and from what has just been said about the subdivision of a magnet, the individuality of atoms or molecules with their own circulating currents explains the properties of the whole. It may be asked how such currents are maintained. The answer is in some respects simple and in some complex. A full discussion of it would carry us beyond the confines of this paper, but owing to the great importance attached to it some reference should be made to the theory.

A current of electricity will flow so long as there is no resistance to its passage, i. e., if there were not resistance its motion would be perpetual. The resistance to the passage of a current stops its flow, and the energy of it is dissipated in heat. In a copper or other metallic wire, a current must pass from one molecule to another, meeting a certain resistance in so doing, which resistance depends upon the nature of the metal. The passage of the current from one atom to another may be the real resistance, while the atoms may be the perfect conductor—may, in fact, conduct electricity infinitely, so to speak. If such were the case there would be no dissipation of energy, and a current once begun would be maintained. As far as is known, atoms are infinitely elastic, and there is every reason to believe they are likewise infinitely conducting. We do not know of any reason why there should be any dissipation of energy when a current circulates within an atom. It is not known how such currents originate, nor is it known how any of the inherent properties of atoms originated. We are unable to explain them, but we know they have motion and possess certain properties. Among these properties is that of an electric whirl of certain strength traversing every atom of a piece of iron or steel. This is a physical property. Magnetizing a piece of steel does not mean that there is a current of electricity excited in each and every atom or molecule. They possessed such a current in the first place, and having such were individually magnetized. What we do when magnetizing a bar of steel is simply to bring about a re-arrangement of the molecules, so they will all face in the same direction. When this is accomplished, the north poles of each atom will point in one and the same direction, while the south poles will point diametrically opposite. In the case of steel such position is maintained, but with soft grades of iron it is not the case. Exhaustive and interesting explanations of magnetism can be found in Vol. II., Chap. 6, of Maxwell.

When a bar magnet is dipped into iron filings, the latter arrange themselves with

their longest axis perpendicular to the point of contact, adhering to one another and forming a great mass, which is supported by the magnet. These will hang onto one another end to end and become interlaced so as to present almost a continuous surface. For the time being, each filing is a magnet; but when taken from the bar, are at once restored to their normal condition. Analogous to the facts laid down in the article on frictional electricity, the particles of iron are first magnetized by induction when a magnet is brought near. If a north pole is brought near a lot of filings, each of the latter becomes magnetized by induction, and end-on present a south pole, which is at once attracted. In other words, two north poles will repel one another, whilst unlike poles attract one another.

A magnet is always strongest at its end, and this strength varies inversely as the square of the distance. If a magnet be brought near a piece of iron of light weight, a point will be reached when the small piece will be drawn to the magnet very quickly. This is because the influence of the magnetism extends beyond the confines of the metal. The space immediately about the magnet, and within which we are able to show a magnetic effect, is called the *field* of the magnet, and the force traversing this field has been termed *lines of force*. It is the summation of the lines of force of all the atoms or molecules. These atoms have no more lines of force than they had at any time previous to magnetization, but they have now become so arranged that their effect is a summation. Previous to magnetization, the lines of force of one atom would neutralize those of its neighbor and there could be no external evidence of magnetization. In a perfect magnet, the north and south poles should have equal strength. A magnet will attract a piece of iron or steel, and conversely both these metals will attract a magnet. This is readily proved by floating a small bar magnet on water, when, if a piece of iron be held near, the magnet can be drawn through the water.

The lines of force of a magnet will pass

through all known substances—nothing will screen them. At the same time they, like a current of electricity, will seek the path of least resistance, but unlike a current, there is no substance through which they will not act. They will pass through a piece of glass as easily as through copper; across a vacuum as readily as through a solid. It has been found, however, that a magnet suspended within a hollow iron sphere is not influenced in any way by the movement of a magnetic substance about the exterior of the sphere. It seems that the sphere absorbs the lines of force from without and they circulate within the shell, forming a closed circuit, as it were. This feature has been taken advantage of in the mariner's compass. Such are now placed in the bottom of a shallow iron cylinder, and when so placed are uninfluenced by any other magnets or metallic substances on board. Without such provision, a mariner's compass would be very liable to show a large error on account of the disturbing influences of magnetic substances always aboard ship, which error would prove of serious consequence.

To illustrate the field and paths which lines of force traverse, I have prepared several cuts which are reproduced herewith. The method is very simple, and will afford interesting and instructive experiments for anyone. Take an ordinary bar magnet, and if none be at hand select a piece of steel of rectangular cross section, taking it to an electric light station where an attendant can magnetize it in a few minutes by placing upon the pole of a dynamo. This done, secure a piece of window glass about a foot square and lay it on top of the magnet. Next, place a piece of white paper upon the glass. Then sprinkle fine iron filings upon the paper just above the magnet, and you will find that the filings will arrange themselves in a certain position, which will correspond to the direction of the lines of force. Tapping the glass gently with a lead pencil will greatly facilitate the arrangement of the filings. It will be seen that they arrange themselves in graceful curves—that these curves diverge and close in

upon one another—at least many of them do, as you can see. Some may not as the eye sees them, but they return and join the others somewhere, though it be at infinity. To make such a record permanent it is only necessary before beginning the experiment to dip one side of the paper in wax, and after the filings have been placed upon the waxed side remove the glass and paper carefully and pass over a flame. The wax will liquefy, and its capillary attraction will cause it to creep over the filings. Upon cooling, the latter will be imbedded in the wax and form a record. To show attraction and repulsion of unlike and like poles, more than one magnet is necessary.

In Fig. 1, a single bar magnet was used. The poles of the magnet are shown, and marked N and S respectively. This magnet was about four inches long and an inch wide by three-sixteenths in thickness. You will see that the lines curve from the one pole to the other. From this, it is deduced the force emerges from one pole, passes through the space around the magnet and enters the metal at the other pole, passing to the first pole through the metal. This field of force extends all around the magnet, as shown for one side only. In the case of a round bar magnet, the field would be uniform about the bar, would be large and bulky, so to speak, at the ends, but would decrease toward the center, where it is seen that no lines enter the bar. Some of the lines run from one pole to another, while others spread out fan-like from each pole. These the eye cannot trace, but they all get from one pole to another just the same, though our means of detection are incompetent. It must not be understood that the paths represented by the filings are the only lines of force present. Such is not the case, for there are more of them than a distribution of iron filings will reveal. At the same time, there is a limit to which we can force magnetic lines through a square inch or square centimeter of section. When we have succeeded in passing all the lines through a metal that it is possible to pass, the same is said to be saturated. It is supposed that saturation is

attained when all atoms have been polarized and arranged in the same direction.

Fig. 2 shows the field produced by placing two bar magnets in line with one another, but about an inch apart, with their unlike poles facing one another. This is

field of a horseshoe form of magnet. The poles are marked N and S respectively, and are the ends of the horseshoe, the shape of the magnet outlined by beginning at pole marked N and running to the left, curving back to S. At the poles, it

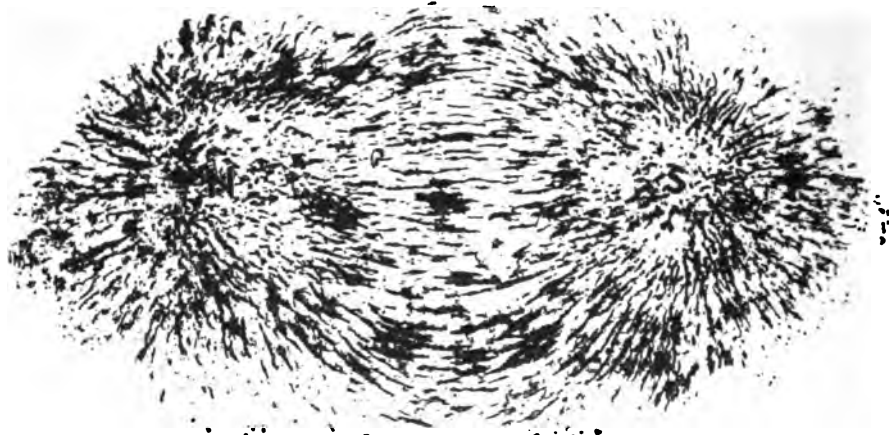


FIG. 1.

the condition for attraction, and the arrangement of the filings shows that the lines travel from one pole to another—they pass freely and unopposed. To the left of pole marked N and to the right of that marked S the fields would repeat them-

is noticed, the lines curve gracefully from one to the other, and the heavy straight lines running up and down show that the lines of force pass from one side of the magnet to the other just back of the poles.

A great many additional and instructive

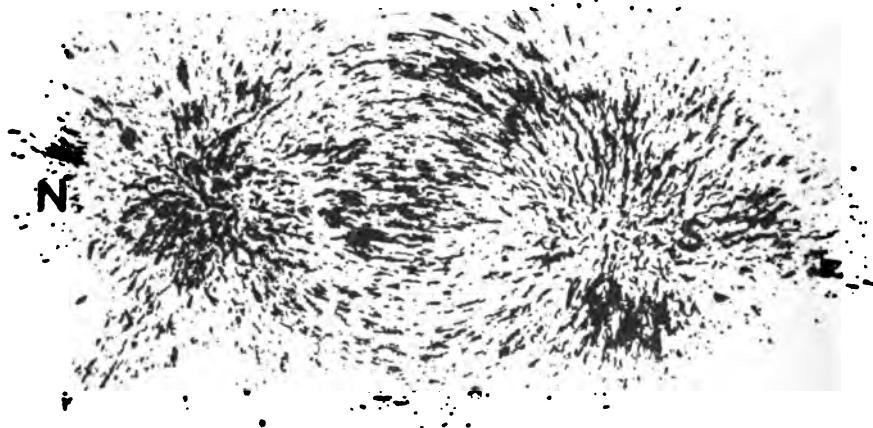


FIG. 2.

selves as in Fig. 1, because there are two magnets here instead of one, and consequently twice as many poles. The filings were not disturbed to show them so as to avoid confusion with what follows.

In Fig. 3, it is endeavored to show the

combinations can be made, such as varying the distance between two magnets with their like and unlike poles adjacent, examining the field of any one pole end-on and of a horseshoe magnet in the same position. Also place a piece of iron across

the poles of a horseshoe magnet and note how the field is disposed.

The next paper will begin with a de-



FIG. 3.

scription of electro-magnets, which will be followed by an explanation of the method of generating currents in dynamos.

Shorter Hours—How to Secure Them.

ATLANTA, GA., Jan. 5, 1905.

EDITOR JOURNAL: The question of shorter hours of service has been agitating labor unions and laboring people generally for some time, and rightly it should. It has at least reached the ranks of the B. of L. E., and I note with interest the different views taken by the Brothers.

There is but one side of the question to me. That is the side of equity and justice to both the railway company and the men, and that side is shorter hours of service, and I mean by shorter hours a reasonable number of hours on duty, leaving a reasonable number of hours in the twenty-four for recreation and rest.

What is the usual number of hours an engineer is now required to serve on slow freight (or local freight) as some term it? You can take the country over and you will find it to be 18 to 20 hours. Is not this excessive? Is an engineer, or any of the crew for that matter, capable of taking proper care of the train, avoiding all others, making his schedule, pulling a heavy tonnage train with a heavy tonnage engine and caring for his engine, when required to work 18 to 20 and sometimes 24 to 30 hours? Then if we are all agreed that these are long and excessive hours, why do we continue them? Why do the railway companies continue to allow the men to do

this and in some cases require them to do it?

Is it possible that the Brothers or the company have never sat down and seriously considered this question, or figured the loss by allowing the power to drag over the road, loss by paying overtime checks to have what?—Nothing!

Are the men doing this long hour "stunt" to beat the company or the company to beat the men? If so, who is beating, and who is getting beat? Brothers, neither is winning. Look at these figures—figures don't lie.

You can only work in Georgia from midnight Sunday to 8 A. M. the next Sunday (thank God for that) or 152 hours. You can only make five 20 hour trips per week—this gives you \$32 straight time and \$10 overtime, a total of \$42; handling for the company 4,000 tons, 800 each trip, on duty 100 hours with 68 hours rest; \$42 divided by 100 equals 42c per hour, salary per month \$168.

Suppose we had 12 hours for a minimum day on freight. You could make seven 12 hour trips, \$44.80, no overtime, handle 5,600 tons, on duty 84 hours, 84 hours rest, \$44.80 divided by 84 equals over 53c per hour, salary per month \$179.20. Both these calculations made on a basis of 10 hours rest at the end of each trip. Suppose we cut tonnage to 700 tons, to allow engineers to make good time and not drag, the 12 hour man will then handle 4,900, a gain of 900 tons per week over the long hour system.

This regular engine plan also. Pooling the engine shows up worse than this against the men and the company figures on it.

You will note the company gets 4,000 tons handled in the long hour case in a week, which costs \$42, as against 5,600 at a cost of \$44.80—or the difference—1,600 tons for \$2.80, not counting coal consumed on long hour runs per ton handled. The company gains in short hours also by having a man with a bright, clear brain—a man who has had time also to read and post himself on economy in railway service, air brakes, steam power and its uses, economy in coal consumption, etc., and felt like doing so, and is a bright, intelligent man, worth every dollar they pay him. Right here I want to ask you who is going to pay the long hour man or his family for the 10 or 15 years cut off the latter end of his life by these same long hours?

Long hours are a menace to every moral and physical law; a menace to the traveling public, the health and wealth of the men, good morals, tempting the men to strong drink, tobacco, etc., and finally wrecking the man—a terrible wreck—forgot the other train—killing several others—who will pay them?

Again, it is not a question of dollars only. You owe your family something dollars won't pay. You owe society something, yourself something, your country something, your posterity something, the company a long and useful life and faithful employee.

The social privileges granted to us by our Maker and our constitution are ours for the asking. Let's go to the company with these figures and these facts, and with kindly feelings and mutual agreement try the shorter day. Yours fraternally,

WALTER SIMMONS.

Troubles from Leaky Flues.

LOS ANGELES, CAL., Dec. 29, 1904.

EDITOR JOURNAL: Enclosed please find a poem from the pen of Bro. S. Wood which was sent to Bro. Charles Wright, both members of Orange Grove Div., 5, B. of L. E., and running on the Los Angeles Division of the S. P. R. R. The poem shows that it was written in a spirit of appreciation and brotherly feeling toward a Brother engineer for his prompt assistance, also has a humorous side to it, and appears to me to be worthy of a place in the JOURNAL.

In telling the author of my intention of sending a copy for publication, I was instructed to make it plain that it was not the intention to reflect in the least either on the Vanderbilt fire box or the engines in general on this division, as he believes they are as good as any class, and are kept in as good condition as anywhere in the country. I am of the same opinion, but of course, occasionally one will cause delay or failure on account of flues leaking.

In the case referred to by Brother Wood he was on a stock train from Indio to Los Angeles (129 miles), and when about 15 miles from Los Angeles the engine began failing for steam on account of flues leaking; they were trying to put sawdust in boiler through pipe connected with oil cup hole in injector, the other end of pipe in bucket of water mixed with sawdust, but owing to chips in sawdust were unable to get much in boiler. As they stopped to couple on helper engine, Brother Wright, engineer, saw at a glance that a package of "Quaker Oats" which he had in seat box for similar cases would be just the thing. The oats were

soon inside the boiler; the rest is told by the poem sent in company with a package of oats to Engineer Wright.

In explanation of the "Wrinkle Belly" part of it I will say that it is the name given the Vanderbilt fire box by the railroad boys on account of the corrugations (wrinkles) in the continuous circular inside sheet.

Brother Wood was with the Cleveland & Pittsburg Division of the Pennsylvania Co. for sixteen years prior to his coming here two years ago, also ran on the Chicago Division of the B. & O. temporarily during the years 1900 and 1901, and was a member of Div. 170, at Wellsville, O. No doubt many of the Brothers will remember him, to all of whom he sends his best wishes, as well as to all good Brothers, although they may never have given him any oats. I feel confident they would, should he ever be in need of any.

Yours fraternally,
O. L. SCOVILLE.

When the "Wrinkle Belly" was dying,

And we were on the spot,
Because the flues were leaking,
We could not get her hot;
We were trying to console her
With a feed of old sawdust,
And at the same time telling her,
Los Angeles or bust.

We kept the blower working,
And fed the flames more oil,
But still the flues kept leaking,
And the water would not boil,
And now there crept a feeling
Of racking of the brain,
For we must surely answer for
Delay to that stock train.

Now, while we were thus pondering
Over the next best thing to do,
Along comes a Brother who
We know has been there too;
Says he, "You have my sympathy,
And we have rode the same goats,
But to save the life of your engine,
Just feed her this 'Quaker Oats.'"

This we did, and very shortly,
We were happy on the way,
Arriving in Los Angeles with
Only fifteen minutes' delay.
In talking to my fireman,
It was finally agreed,
That it's a pretty good horse
That will work with just one feed.

Accept this package, Charley,
For I know you are all Wright,
And ready to assist a Brother
In the day time or the night.
Now, should you need assistance and
I could do you any good,
You will always find a helping hand,
Say nothing, but—S. A. W. Wood.

Eccentric Strap Broken.

HAVELOCK, ONT., Jan. 8, 1905.

EDITOR JOURNAL: As I have read quite a number of different ways to uncouple an engine when becoming disabled on the road through eccentric straps or link block or valve rod breaking, and as I had this experience myself not very long ago, will explain the way in which I brought engine forty miles with a right forward gear eccentric strap and pulley broken. Clamped right main valve with front port open a little, took out front cylinder cock on disabled side and left main rod up. This will not allow engine to get on dead center. This is not according to our instruction, but as engines are becoming so large it is almost impossible to take down main rod without the use of shop tools, it is the shortest way and quickest, and impossible to do any harm, as oil can be fed to cylinder and no danger of block in crosshead working out and breaking cylinder head, as when main rod is taken down.

JOHN TOMAN, Div. 658.

We Can All Learn.

PORTSMOUTH, O., Jan. 2, 1905.

EDITOR JOURNAL: It is sure that there is nothing better than the Technical department of our JOURNAL for the education of the members of our Brotherhood, with the new improvements that are coming into service every day, the great improvements made in railroading and in modern high speed engines and in the improved devices that are used for controlling heavy freight trains, and heavy fast passenger train service, has call for men of skill and ability. The time is fast coming when if you cannot make the time, and also keep a watch on your engine and prevent breakdowns, you will have to get down and give your run up to some one that has qualified himself for the service. To do this a technical education is necessary, and to men who will make the effort to better themselves by obtaining this education promotion is sure. If all the members of our Brotherhood would take an interest in the JOURNAL we could have as fine an educational treatise on the air brake and the management of locomotives as could be had, and by so doing we would not only educate ourselves but would help our JOURNAL, for thousands of firemen and others would subscribe for it to learn, thereby helping it. It is self-evident that success is not a matter of "mere luck." True success is only attained by a definite, earnest striving along fixed lines; the only way to get ahead is to study and try, and success is bound to follow. The quickest and only way to gain

this success is to educate yourself so as to be qualified to do your work with skill and economy, and get the necessary power out of your engine with the least expenditure of fuel, oil and repairs. Let's all work for the JOURNAL and to educate ourselves.

E. A. LINDSEY, Div. 584.

Overloaded Engines.

NEW ALBANY, IND., Dec. 13, 1904.

EDITOR JOURNAL: Being an engineer and belonging to Mr. F. W. Quimby's regiment of the C. I. & L. Ry., allow me to emphasize his statement before the annual meeting of the Central Association of Railroad Officers regarding a sufficient reduction of overburdened locomotives: "That it is an evident fact that a moderate reduction of tonnage would more nearly enable train movements to harmonize with train dispatchers' conclusions."

It is absolutely impossible under the present tonnage rating of engines for a train dispatcher to arrange meeting and passing points of trains without causing delays, or the source of overtime, because it is always a doubt if a train will ascend a grade without doubling.

This same doubt affects freight trains ahead, as well as those opposing passenger trains, causing them to lie back to avoid delaying passenger trains by doubling the grades.

And no doubt the delay caused by the freight lying back will cause the train dispatcher to fail to make a meet point with some other train, and the consequence is, when those trains reach their terminals they are all entitled to overtime and overtaxed engines the result.

No train man desires to make overtime, and if a train crew leaves a terminal with the expectation of making four or five hours overtime, they will naturally be inclined to lose interest in any special movements that would promote dispatch in getting over the road, and it seems to me that the standing demand at terminals for power, by a sufficient reduction of tonnage to insure engines handling their trains, would not only expedite business, but extend the life of an engine, and effect a financial gain.

Fraternally yours,
JAS. CONNER, Div. 361.

What Caused the Explosion?

LOUISVILLE, KY., Dec. 19, 1904.

EDITOR JOURNAL: We have a peculiar case here on which we should like to have your opinion. There have been several theories advanced here, but there are points in the case that seem to explode them. Engine 945 on passenger train was standing at station, when an explosion

occurred in the fire box, blowing almost all the fire out through the grates and fire door. Engine had 175 pounds of steam at time of explosion and when smoke and steam cleared away in cab engine had only 50 pounds. There was no damage done to engine and another fire was built and engine proceeded on trip and has been in service ever since. The last fire was put in about one and a half miles from where explosion occurred, blower was working enough to take up smoke, fire door closed, fire was rather heavy but not covered with green coal. Engine has a self-cleaning front end and was not choked with cinders. Engine not equipped with arch pipes, flues were not leaking, result of the explosion was blower broken off in front end, fire blown out of fire box, fire door blown open. The force of the explosion was down and to the left side of engine. Now the question is, what caused the explosion, and what caused this loss of 125 pounds steam pressure when there was no leakage in boiler or fire box and engine did not lose any water, and time was not over three minutes? Yours truly, H. E. SMITH.

Run Extra from Clare to Portsmouth.

PORTSMOUTH, O., Jan. 6, 1905.

EDITOR JOURNAL: Please allow me space to discuss my previous train order, which appeared in the November number. The train order had three separate movements in it, one to run extra from Clare to East Portsmouth, and one to meet extra 354 west at Cohoon, and one to take the siding at Cohoon. Now the second order did not effect but one movement, that was the meet at Cohoon, the second order only gave extra 352 rights to go to Batavia, but must take the siding when arriving at Batavia. Standard rules says that an order containing more than one movement either movement can be annulled or superseded without interfering with the other movement. The second order to extra 352 only superseded the movement of the first order to meet extra 354 west at Cohoon, and the other two movements hold good until fulfilled, superseded or annulled, which has not been done. Brother Anderson says that the word instead supersedes the whole of the first order, then I will have no running orders to get out of Cohoon by his opinion. Brother Gatchings is wrong, for extra 352 has been otherwise directed to take the siding at Batavia by the first order. Brother Preston and Brother Morris, you must come to my aid on this subject as you take sides with me.

Yours fraternally,
E. A. LINDSEY.

Replies to Bros. Hoyt and Lance—Train Rights.

AURORA, ILL., Jan. 8, 1905.

EDITOR JOURNAL: In reply to Bro. C. L. Hoyt, of Div. 468, will say, no doubt it was the intention of the train dispatcher to have No. 32 take siding at B; if he expected No. 32 to hold main track, then the order should read as follows:

No. 32 will take siding and meet first No. 31 at C, No. 32 will meet second No. 31 at B.

Replying to Bro. Geo. W. Lance. He had a right to proceed before 8:30 P. M. without an order. The order he received gave Work Extra 41 right over Extra 898 until 8:30 P. M. between the points named in the order. Work Extra No. 41 arriving at B at 2:55 and not returning between B and C, gave Extra No. 898 the right to proceed without an order.

I do not agree with Brother Hoyt in his reply to Brother Blasdel in regard to waiting at Teton for Extra 517 to arrive. Extras running in opposite directions have equal rights and the train dispatcher must make the meeting points. The order received at Great Falls gave Extra 576 absolute right over Extra 517 to Teton. On arrival at Teton of Extra 576 the rights became equal and it was the duty of the dispatcher to make the meeting point.

JAMES LENAHAN, Div. 82.

SALT LAKE CITY, UTAH, Jan. 10, 1905.

EDITOR JOURNAL: In reply to Brother Hoyt, Div. 468, in the January JOURNAL. 32 being a superior train to 31, that is, direction, Brother Hoyt will hold main line at B.

Fraternally yours,

CHAS. A. STANDROD, Div. 222.

Could Extra No. 17 Run from D to C?

NORFOLK, VA., Jan. 9, 1905.

EDITOR JOURNAL: Will you please give ruling on the following order under Standard Rules:

A, B, C and D represent stations. No. 9 due to leave A at 12:30 P. M., due to leave B at 12:50 P. M., due to leave C at 1:16 P. M. Extra 17 going opposite directions gets order at G like this:

No. 9 will wait at B until 1:20 P. M. for Extra 17. Extra 17 is doing local work and is unable to get away from D before 1:20 P. M. Distance between B and C is 7 miles. Distance between D and C is 1½ miles.

I claim at 1:20 P. M. order Extra 17 received at G has been executed, therefore Extra 17 has no right to proceed to C to meet No. 9. However, Extra 17 could run from D to C and clear No. 9 before No. 9 can run from B to C.

D. E. PURSELL, Div. 466.

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FEBRUARY, 1905.

The Scientific Fad in Eye Tests.

At a conference of chairmen of General Committees of Adjustment held in Cleveland in January, this very important subject of eye test was before them in a new phase, because a number of first-class engineers had been displaced through eye tests formulated by oculists, who know little or nothing of the practical side of railroad work, and among these men thrown out of work because their eyes would not stand up to the scientific test in an office, were men who had never had any difficulty in telling colors at any distance or detecting and acting upon any signal that any other man would have seen. Because an engineer or any other in train service cannot read letters 35-100 of an inch in height at a distance of 20 feet is no evidence that his sight is impaired to an extent that he cannot see all that any other is called to see in practice, or that he is dangerous to the service. If he can tell colors and see all signals at the required distance in practice, there is no reason why he should not be kept in service, or if his eyes are defective and can be brought up to the *practically* normal condition, he should be kept in service so long as that condition can be maintained. The objection that the glasses might get broken may be offset by two pairs, and the claim that they might get broken is no better than to say that one might get a cinder in his eye, for in that case the other

eye will water until he can see out of neither. Or the claim that the glass will fog, is more than offset by the fact that in cold weather the eyes will water and sight be impaired.

Experience is too valuable to be thrown away before there is any danger from defective sight, as demonstrated by a common sense test.

The Brotherhood does not desire the retention of men in service whose eyes have failed until they cannot be corrected to a reasonable degree by glasses; that would involve the lives of other members, and surely the risk is now so extreme that no class could desire a change for the better more than the engineers themselves.

Reports of deaths and their causes show that of the 530 deaths among the members of the B. of L. E. in 1904, 180 were killed and 26 lost a leg or an arm, practically 40% of the deaths caused by accidents, and on these deaths by accident the Brotherhood paid an insurance amounting to \$399,250. Were these accidents all caused by the older men with defective eyesight? Let us see. The average age of the 206 killed or maimed was forty-two and one-half years, and every one knows that he who is promoted to an engineer before 30 years of age is in great luck, and Dr. H. B. Young, examiner for the Burlington Road, said in the *March Optical Journal*, that on the old established roads the average man does not get to be an engineer much under 40, and the average of those who lost their lives in wrecks, as we have shown, was but forty-two and one-half years. Investigating farther, I found that men under 50 years of age were in 70% of the wrecks and those of 50 and over were in but 30%; so it is evident that the older men are not creating any extra hazard for the public, the company, or their fellow-workers; in fact, the evidence is quite the contrary, and shows that experience and the staid qualities of men of 50 and up deserve more consideration than they will get under the scientific rules for examination of eyes.

There is no walk in life where experience counts for more than in the train service of our railroads with its hundreds of complications, that require years to become acquainted with the varied complications to be met with, and the Brotherhood desires that these men of long experience and excellent records be retained in service for the safety of the public, the property of the company, and the co-worker in the service, so long as they are physically able to perform the duties and their eyes can be brought up to a *practical* normal condition by the use of glasses, and feel that it is unjust to these men who have served so faithfully, and well, to do otherwise, so long as keeping them in

service creates no extra risk for any factor, the public or the company.

Let there be practical test in the field of the work they have to perform. If an engineer's eyes become in question go out in a clear space, give the engineer whose eyes are in question all the flags used in practice, take another set and go a distance away, then show him a flag, he to answer with a like color, and move away until the limit of his sight has been reached where he can readily tell the colors and all signals given him. If his sight proves not up to the practical standard try him with glasses, and if with them his sight becomes normal, keep him in service and retain his valuable experience which conduces so much to safety.

The contention for classified pay by railway officials has always been made on the ground that there was an extra risk because of inexperience, and that the difference in wage was necessary to meet the extra expense of the new engineer, but there is another phase of this question that should not be overlooked by either the companies or the public. What of the future if these examinations run on the fad lines, and men are crowded out of the service at an age when in all other walks of life they are at their best? Will the intelligent engineer who has rendered excellent service allow his sons to learn a business which has in it from five to eight years of extra hard as well as hazardous work to become an engineer, with a liability of being set aside before he is fifty years of age? Will the educated, intelligent young man enter such a service if he is to be set aside at the first indication of physical defect, as soon as he cannot hear a watch tick at a given distance or his eyes will not stand up to at least $\frac{3}{8}$ in a scientific test without glasses, and he is prohibited from their use to correct the sight and bring it to a practical normal? Is it presumed that these scientific restrictions will bring into the service, and place the locomotive in charge of men of greater intelligence than those now in the service? The hazard and hardships and the liability of discharge for some mistake is too great to appeal to men of large intelligence, if beyond this, they are to be set aside on the slightest pretext, and if reasonable conditions of service are not fixed, of course on the safe side from a practical standpoint, the personnel in train service must deteriorate rather than improve.

Powers of the Interstate Commerce Commission.

Strenuous efforts are being made in Washington to amend the Interstate Commerce law, and to give to the Commission

power to regulate rates on the great railroad systems which run through and into every section of our country, varying in cost of construction, maintenance and transportation, until it becomes one of the greatest and most complex problems in finance with which men are called upon to deal, and which has called into it many of the best managers and financiers who have been unable to produce in the aggregate more than three per cent on the investment of thousands of stockholders, many of whom are in moderate circumstances, and to give such unusual power into the hands of the Commission seems to us not only a dangerous innovation, but in direct opposition to the proposed cure of restricted competition, when they propose to place in the hands of a single Commission full power to regulate rates, which to us would be an astonishing stride in the direction of centralized power and the restriction of competition. Such power vested in the Commission suggests pertinent questions in which both the general public and the great factor of employees must be much interested. If the Commission is given power to make rates, with competition eliminated, what incentive will be left the companies to cater to the public by betterments? If betterments are demanded, with the rate-making out of the companies' hands, how will they estimate future earnings to meet such requirements?

Those who are clamoring for more power for the Commission aver that they do not propose to use their power only to correct unreasonable rates! But having the power, with one of the Commission reported as saying that the country is paying \$40,000,000 more to the railroads than it should; are railroads likely to spend their income on betterments with the future in doubt? If the income of the railroads is reduced \$40,000,000 annually, what of the great factor of employees whose wages are none too good now?

There have been tons of ink used in presenting the horrors of wrecks and the destruction of life on railroads, and demands are made for no grade crossings, gates and watchmen at all grade crossings, the block system applied everywhere, double track everywhere, steel baggage, express, mail and passenger cars. These demands are easily made, for the other fellow is supposed to pay the cost, but with the income part of the business fixed by the Interstate Commerce Commission, are these improvements likely to be made? Hardly. It would seem time enough to make these directly opposite propositions of decreased earnings and increased expenses when this Socialistic proposition is carried to the point of government ownership; when the public of right may

do what it pleases with the rates and incomes of railroads. In this struggle for more power for the Commission great stress is laid upon the President's message, but we do not find any sanction in it for such power as is asked. In fact, the President says: "I am of the opinion that at present it would be undesirable, if it were not impractical, to clothe the Commission with general authority to fix railroad rates," but suggests that they be empowered to fix rates where they have been challenged as unreasonable, and the rate so fixed to be subject to court review. The President places the greatest stress upon the rebate practice, and asks that the Commission be empowered to carry out the law already on the statutes with power added to inflict penalty. This we do not think railroad companies themselves will object to. No one acquainted with the personnel of the Commission but will commend them as men of great honor and intelligence, but it is consistent to question their possession of sufficient knowledge of the intricate problem of transportation to justify the Nation in putting into their hands the control of the earning power of the greatest commercial establishment on the continent.

On page 168 will be found an address delivered by President Tuttle, of the Boston & Maine Ry., at the anniversary of Div. 61. Every member of the order should read it, as everyone else should, who makes demands on these companies and, at the same time demands power to suppress the possibility of their meeting the demands made. He shows that 47-100 of one mill per ton a mile amounted to \$800,000 on that road alone. Freight rates are about half as much in this country as they are in Europe, and with rebates eliminated we believe the people ought to be well enough satisfied, to allow the railroads sufficient earnings for betterments to the service in the interest of safety to the public, and to the employees, and to not only maintain the present wage scale, but to increase where equity demands it. When freight rates are figured in fractions of one-hundredths of a mill per ton a mile, and less than one mill per ton would reduce the income of the Boston & Maine \$1,500,000, and with it bring the best possible excuse for the reduction of wages, every railroad employee should oppose such a dangerous innovation.

Correspondence Department.

This number of the JOURNAL shows conclusively that our members can make an interesting department of it if they try. There is not only a large number of contributions, but they will be found very

interesting, and are exceedingly commendable in both quantity and quality. It is needless to say that we are very much pleased with this interest and its results and we hope for a continuance of these favors.

The Technical Department is also getting fair attention, and we hope for still greater interest in it. No one need be afraid to write because of any feeling that his expressions will be grammatically defective. We will be glad to edit all copy to the best of our ability. Send in your ideas and oblige
THE EDITOR.

LINKS.

THE premium list and address card will be found at the end of Division Addresses. We hope many will try for these splendid premiums, and learn how easy it is to get one if they do try. They are the greatest value ever offered as a premium.

The JOURNAL address card is for the use of any one whose JOURNAL does not reach him. Don't wait for any one else to correct your address; do it yourself on this blank.

Every member who has use for the Division Addresses should put this number in a handy place, and keep it there for reference until the August issue, when the addresses will again be inserted. If this number is properly cared for there will be little cause for complaint because the addresses are left out of the other ten numbers during the year, and the space used for reading matter.

B. of L. E. Div. 598 and G. I. A. Div. 303, Richmond, Ind., will give their second annual ball on Wednesday evening, Feb. 23, 1905. Their first ball, given in 1904, was an unqualified success, and their preparations this year are on a much larger scale, and we predict that those who can attend and do not will have something to regret.

The Grand Officers have been honored with an invitation, but pressure of work here foredooms our desire to share in the festivities on that occasion, and we can only thank the Brothers for remembering us and wish them the greatest possible success on February 22nd.

WE have been favored with a copy of the proceedings of the Traveling Engineers' Association, held at Chicago, in September, 1904. It contains very interesting discussions of matters pertaining to train service. Some of the especially interesting subjects under discussion were: "The Future Engineer," "Progressive Examination of Firemen and

New Men for Employment," "The Water Tube," "Valve Motion, and its Relation to Economy," "The High Speed Brake," "Headlights," "Four Cylinder Compound," etc. Paper, 75 cts.; cloth, \$1.00.

Address, W. O. Thompson, Sec. T. E. Association, Oswego, N. Y.

BRO. WALTER C. GARAGHTY, of Div. 353, has been appointed temporary Air Brake Instructor on the Baltimore & Ohio System. The management has made no mistake in selecting a man like Brother Garaghty who is in every way qualified and fitted to fill the position to the satisfaction of the company and the men, as his advice has often been sought on technical air brake problems, and while we, the members of George W. Childs Div., 353, extend to the management our appreciation for the kindness in promoting one of our number, we also extend our congratulations and unanimous support to Brother Garaghty.

GEORGE W. COYLE, F. A. E.

OUR esteemed Brother, B. F. Crolley, member of Div. 411, has been called from our ranks to join the official list as Assistant Road Foreman of Engines, with headquarters at Akron Junction.

The B. & O. certainly picked out a good man for this position, and we who know him so well are pleased with his good fortune.

G. H. G., Div. 411.

BRO. JOHN Q. MOWRY, member of Div. 11, running an engine on the Vincennes Division of the Pennsylvania Lines, has been promoted to the position of Road Foreman of Engines, which meets with the approval of Brothers on this system. The hearty congratulations of Div. 11 are extended to Brother Mowry.

WM. M. BLYTHE, F. A. E. Div. 11.

BRO. CHAS. W. HYDE, one of our members, has been appointed Traveling Engineer of the St. Elmo and the St. Louis and Gulf Divisions of the Frisco System. For several years Brother Hyde has filled the position of General Foreman of the E. & T. H. Terminal at Terre Haute, Ind., but upon the consolidation of the E. & T. H. and the C. & E. J. Terminals at that point he was appointed to his present position.

The members of Div. 246 feel very proud of Brother Hyde's appointment, as he is one of our most faithful members and the Brothers under his jurisdiction will find him a true Brotherhood man. The members of our Division unite in wishing him success in his new position.

ROB'T SKINNER, F. A. E. Div. 246.

SUNDAY, January 14th, was another "red letter day" in the history of Div. 61, of Boston, Mass., it being their fortieth anniversary, and was fittingly observed in the form of a reception, entertainment and banquet in Odd Fellows' Hall, Charlestown District.

The reception was from 12 M. to 1 P. M., and an excellent entertainment followed, consisting of mandolin and piano duet by Misses Boody and Morrill; solo, Mr. Heald; duet, Misses Baker and Wilcox; reading, Miss Pierie; solo, Miss Goodrich; piano, Mrs. Moore; solo, Mrs. Abbott; reading, Mrs. Douglas; solo, Mrs. Webster; all of which were much enjoyed by all present and liberally enjoyed and all recalled.

Chief Abbott, in well chosen remarks, then introduced President Tuttle of the Boston & Maine R. R., who, after prefacing his address by complimentary remarks for the Brotherhood, read a very able, and comprehensive and convincing argument against the proposed legislative action by Congress, giving into the hands of the Interstate Commerce Commission almost absolute authority in the making of rates for freight on all or any of the railroads of the country.

Mr. Tuttle said:

The subject to which I shall ask your careful and temperate attention is one which is now being widely discussed in the highest official circles, by the newspaper press, and by eminent leaders of thought in political, commercial and economic investigation; a subject of vital interest not only to the customers of railroads, and to every investor in railroad securities, but of paramount importance to the million persons, more or less, who are engaged in railroad work, and who derive the means of their livelihood therefrom. I refer to the specific proposal that railroad rates shall be arbitrarily fixed under congressional supervision and authority. For a better understanding of the sources from which Congress derives its power over this matter, a short historical review will be useful.

From the date of the treaty of peace, September 3, 1783, which separated the thirteen American colonies from the British Empire, to the ratification of the Federal Constitution and the adoption of our present form of national government in 1788, the thirteen states acknowledged only quasi-allegiance to their general government under a loosely constructed agreement called "Articles of Confederation and Perpetual Union." They continued to be in reality thirteen separate commonwealths, and the bonds of their union were so frail and shadowy that there was imminent and constant danger of disruption, and a state of discord and disaffection little short of anarchy prevailed throughout the land. The most prominent cause for these distractions and disagreements between the states was the lack of definite and uniform laws giving freedom of commercial intercourse between the citizens thereof. Some of the states discriminated in port and import charges upon passing goods, as between their own and citizens of adjoining states, and others established retaliatory license charges, and the conditions finally became so chaotic and unbearable that in

1786 the state of Virginia suggested by circular letter the assembling of commissioners from all the states "to take into consideration the trade and commerce of the United States, etc." Under this call commissioners from a few states met at Annapolis, Md., September 11, 1786, but their number was too few to make their proceedings authoritative, and the meeting broke up without attempting anything. General dissatisfaction had, however, become so acute, not only as to interstate commercial relations, but also as to many other governmental functions, that in February, 1787, Congress called for a convention of delegates from all the states to assemble at Philadelphia in May of that year, "for the sole and express purpose of revising the Articles of Confederation." This finally resulted in an abandonment of the "Articles of Confederation," and the making and adoption in their stead, in 1788, of the Constitution of the United States, which, with its subsequent amendments, is now the foundation of our National Government.

Although the basic reason for all this action seems to have been the necessity for adjusting interstate and foreign trade relations, the Constitutional Convention disposed of this important subject in the fewest possible words. In defining the various duties of Congress it gave to it, among other things, the power "to regulate commerce with foreign nations, and among the several states, and with the Indian Tribes." It also created the Supreme Court, and imposed upon it the duty of interpreting the constitutional power of Congress whenever differences of opinion should arise concerning it. I do not think it has been, or can be, shown that the makers of the constitution ever had any other thing in mind in connection with this delegation to Congress of the power to regulate interstate commercial relations than a well-defined intent to forever prevent the erection, by any state, of any customs, tariffs, or other barriers that should be an obstruction to the freest currents of commerce; and there seems to be no evidence that the idea of regulating the market prices, or the methods, of transporting either freight or passengers across state lines, or to foreign countries, was ever, in the remotest way, entertained by any of them. The Supreme Court has since then so broadened, by interpretation, this meagerly stated power of Congress, and so enlarged its authority over interstate intercourse that it can now exercise, with apparently lawful authority, control over its minutest detail. We can, therefore, only accept the situation as it now exists, but each one may, for himself, investigate and form his own opinion as to the extent to which this enormous, and perhaps unprecedented, power ought to be exercised, and in what way individual and general interests are likely to be thereby benefitted or put in jeopardy.

For almost a century—just ninety-nine years, to be exact,—Congress allowed its power to regulate interstate commerce, whether carried on by private enterprise, or by public service corporations, to lie dormant. In the meantime, the steamboat and the steam locomotive had been perfected, and under state charters and authority, and without even a hint from Congress of its interest in, or most remote objection thereto, more than one hundred and forty-seven thousand miles of steam railroad had been constructed and put in operation in the United States, at a cost of upward of nine billions of dollars, furnished by private investors and without government aid, except that in isolated instances, and in a limited way, for the furtherance of the public interest in open-

ing up governmental areas of unoccupied lands for settlement, or to tie with strong and permanent bonds of unity the almost inaccessible Pacific Coast states to their older and more fully developed sister states of the East, the National Government had donated portions of its public lands and had loaned its credit in aid of some railway extension and development, in the then remote West, that would otherwise have been found difficult, if not impossible, of accomplishment.

Then, in 1887, after all this investment of private capital had been made under conditions that there was no reason to suppose to be other than permanent, and after ninety-nine years of non-interference, Congress, through the Interstate Commerce Law, announced its power and determination to thereafter control and regulate all public service corporations that were then engaged, or might thereafter engage, in the business of interstate and, within certain limitations, international commerce.

This special and unprecedented national legislation, which was the first attempt by Congress to substitute, in this connection, unscientific and inelastic statute law for the natural laws of supply and demand, and to abridge the freedom of private contract rights, has now been in force for about eighteen years; and it is perhaps not too much to say of it, that it has in its career thus far occupied relatively more of the attention of Congress, of the law courts, of those engaged in the business of public transportation, and of the newspaper press and the general public, and has caused more hypocrisy and lying, with less production of intended results, than has any other piece of national legislation that has had its birth since the foundation of our government. It is a law that attempts to place, not only the earnings, but the absolute capital privately subscribed and owned and which derives its value wholly from expected earnings, in the hands of a politically selected commission which is endowed not only with the judicial function of passing upon cases that may be submitted by complainants in the usual way, but possesses also a further, and extrajudicial, power of initiating investigations of cases that it believes may be violations of the law, of hearing evidence thereon collected by its own agents upon its own instigation, and then of passing in judgment upon the facts as thus in part ascertained.

In framing the Interstate Commerce Law it was the purpose of Congress to produce, among others, the following definite results: First, the continuance of competition between the railways; second, the prevention of pooling and other combinations that should reduce railway competition, or unduly increase transportation rates; third, to prevent the railways from discriminating between their customers by giving rebates, secret rates or relatively unlike facilities for like or similar service; fourth, to prevent higher rates being charged for short hauls than for long hauls; fifth, to cause uniform, stable and equal rates to be charged for like or similar service.

Later, Congress enacted the so-called "Sherman Anti-Trust Law," about which two interesting facts may be stated: One, that although named after Senator Sherman he had little or nothing to do with the details of its making and took no special part in its enactment by Congress; and the other that when it was under discussion by Congress it was not intended or understood to have any reference to, or control over, transportation companies. A third interesting fact about this law is that its first important use was for

breaking up the useful and beneficial traffic associations which had been formed by the railways to produce the very uniformity and stability in rates that the Interstate Commerce Law was in part framed to accomplish. It is a fourth interesting fact in regard to this so-called Sherman Anti-Trust Law that in its interpretation the Supreme Court has laid down the extraordinary principle that under it all combinations in restraint of trade are unlawful even though they may be in themselves beneficial to many interests and harmful to none.

Now let us see to what extent the Interstate Commerce Law and its complement, the Sherman Anti-Trust Law, have produced their intended results. The railroads having in many instances extended their lines in anticipation and advance of the public demand therefor, and being denied the privilege of arranging an equitable distribution of the existent competitive traffic at remunerative and reasonable rates, at once entered upon a fierce and ruinous competition, which made their rates and service unstable, irregular and discriminatory and, as one of the results of the business panic of 1893, many of the larger as well as smaller systems were forced to take refuge from the claims of their creditors by passing into the hands of receivers; whence most of them have since emerged, and under the processes of natural law, have become component parts of greatly enlarged, consolidated and unified combinations, or systems, under whose combined, but lawful, management the possibility of general competition such as it was one of the purposes of the Interstate Commerce Law to uphold and maintain, has hopelessly and forever vanished. This combination and unification of separately owned and competing roads is still going on at a rate of progress that will, in the not distant future—and still under the working of natural laws—remove whatever rebating, secret rate giving and other forms of favoritism now exist, and for which railroad managers have been so severely censured, but of which the conscience of an outraged public has never yet prevented it from reaping the uttermost advantage.

These facts would not be called to your attention but for the further fact that the Interstate Commerce Commission is again before Congress with its many times iterated and reiterated request, now reinforced by Presidential recommendation, that it be given the absolute power to prescribe the maximum rate that a railway, or line of railways, may make whenever, upon complaint and investigation, the rates currently charged are deemed by it to be unreasonable; and that it be further empowered to put such prescribed maximum rates in immediate effect, to stay until declared by the courts, upon appeal by the defendant railway or railways, to be unlawful.

In support of its claim that it should have the power to fix maximum rates, the statement is put forth in its behalf, that it does not intend to exercise this power except to remedy occasional, and possibly rare, cases of injustice on the part of the railways; and that it does not expect, or desire, to make tariffs for the railways in a wholesale way; one member of the Commission is reported as having said that its proposed methods of correcting existing evils will not be likely to appreciably affect the general average freight rate now received by the railways of the country, or materially reduce their gross or net income. The value of this statement is, however, materially weakened by that of another member of the Commission who is quoted as having recently

said that unless this power of rate-making is given to the Commission, the people of this country will continue to pay at least \$40,000,000 a year more for their railway facilities than they ought to pay. If this latter statement is to be accepted as embodying the true intent and purposes of the Commission, if it is given the power to fix transportation rates, the question naturally arises, how this forty millions of dollars a year in reduced gross and net earnings is to be provided for without correspondingly reducing the at present low average dividend returns of the railways, or relatively reducing the cost of their operation?

As the average return paid to the railway shareholders of the United States in 1903 was less than three per cent upon the par value of their holdings, and as a four per cent annual return upon investment of this nature is not considered an extravagant income, will it not be possibly and naturally necessary for the railways to attempt finding some method of reducing their cost of operating so that the interests of their shareholders shall not be unfairly affected? And if a reduction of forty millions of dollars a year, or any considerable portion of that sum, in operating expenses must be provided for by the railways at large, is it not probable that the payrolls of those in their employ, which now amount in total to nearly one-half the gross income received from railway operation, will be expected to contribute their proportion of this necessary reduction in the cost of operation; and if this prove true, will not the individual workers in the railway service be called upon to bear each his proportion of this reduction in income, and is this not, therefore, a question of paramount interest to the million or so people who are engaged in the railway service and live upon the income they receive in payment for their labor?

To offset the extraordinary advances in the general cost of living, those engaged in this company's service, in 1903, insisted that material and general increases in wages were a necessity that could no longer be postponed; and general adjustments were thereupon mutually agreed upon, with a resultant total increase of payroll disbursements for the next ensuing fiscal year of over eight hundred thousand dollars. For that same year the company fortunately received an increased average rate of forty-seven one-hundredths of one mill a ton a mile upon its total freight movement, a sum in itself wholly insignificant and inconsequential, but which, when averaged over the year's freight tonnage, became a total of nearly eight hundred thousand dollars, an amount almost sufficient to make good the year's wage increase. The shareholders received no increase of dividends, and the road's net earnings were practically the same as in the preceding year.

This experience in which you have beneficially participated, illustrates the close and inseparable relation that exists between the average transportation rates received and the possible wage disbursements of a railroad; and I can give no more apt illustration of your individual and personal interest in this rate question as it inevitably and always mutually affects the finances of the road and the wages of those engaged in its service.

While I shall not permit myself to be drawn into a profitless newspaper controversy with anonymous, and more or less flippant, writers, who credit me with opinions that I do not hold and consequently have never expressed, I shall not, on the other hand, be deterred from giving the freest expression to opinions, based on years of

examination and study of the many and intricate problems involved in this great subject, and that I believe are worthy the most careful consideration by each and all of the more than twenty-three thousand persons who share, as their means of livelihood, in the annual payroll distribution by the Boston and Maine System of about sixteen million dollars, a sum equal to nearly one-half of its annual gross income.

I differ with the Interstate Commerce Commission, and with those who advocate increasing its powers, only upon the one point that I believe to be of vital interest, namely, the power to make rates. I am heartily in favor of such carefully thought out additional legislation as may be found needful for ending and forever preventing railways from conspiring to give, or their customers combining to exact, any favors or facilities that may not, under like circumstances and conditions, be given to and received by all; but I am fully convinced that the power to fix the price at which railway transportation shall be sold can be left with safety only in the hands of those who must assume, and have no way of escape from, the care and expense of producing that transportation; and that legislation tending to separate these two indissolubly connected and paramount responsibilities is communistic in its tendencies, and in contravention of the natural laws of supply and demand.

Is it not one of the unalterable workings of natural law that whoever exercises the power to fix the maximum price at which a product shall be sold, must likewise fix the minimum price and must also ultimately assume and control the cost of making that product? As no workable plan has yet been devised for equitably dividing the producer's responsibility of fixing the price at which his product may be profitably sold, or of guaranteeing its cost, and as the only product of the railway company is transportation, will it not unalterably follow that when government takes the first long step of using its power to fix the maximum price at which that product shall be sold to the public, it must also fix the minimum price; and then, sooner or later, take the next, and much shorter, steps leading to government ownership and operation of the railways and thereby assume and control the cost of making as well as the selling price of this transportation product? And, if this be true, is not this the method which the socialist has, in season and out of season, insisted should be applied?

For the members of the present Interstate Commerce Commission, collectively and individually, I have the greatest respect. They are able and honorable gentlemen, and I have no doubt of their willingness and ability to use justly any power that may be committed to their charge; but neither they, nor anyone else, can give assurance that their politically selected successors will be proportionately well-fitted, mentally or otherwise, to satisfactorily carry on the work.

It is argued by some who favor giving the Interstate Commerce Commission full rate-making powers, that for ten years after it was created it exercised this power; that its use was harmless to the railways then, and therefore would not hurt them now. This argument fails to state the whole case. The railways did indeed submit for a time to the exercise by the Commission of this power, but it soon became so pervasive in its spread that they found cause for alarm as to the final outcome, and they therefore took the matter into court where their contention that the Commission's power over rates ended when it found them unreason-

able, and that it had not been given the power to substitute and make effective other rates that it considered reasonable, was sustained.

The present widespread, and somewhat inflammatory, discussion of the railroad rate question would lead one not familiar with our great and unprecedented national prosperity to suppose that by the arbitrary exaction of unwarrantably high railroad rates, our industries and commerce must be, as a whole, in such a state of prostration and decadence that radical, and even violent, legislative means of relief ought at once to be applied. But what are the facts? From 1893 to 1903 (1904 statistics not being yet available), the freight moved one mile by the railways of the United States had grown in volume from ninety billions to one hundred and seventy-one billions tons—an increase of eighty-one billions tons—or about ninety per cent, while the railway mileage, during the same period, increased only seventeen per cent. The average freight rate received by all the railways in 1893 was eight and ninety-three one-hundredths mills per ton per mile, while in 1903 it had fallen to seven and eighty-one one-hundredths mills, a reduction of one and twelve one-hundredths mills. Now the average rate for 1903, which was less than one-half that received by European railways, does not seem to be so excessive as to become an arbitrary and insurmountable barrier to the free and profitable movement of our domestic and foreign commerce; and when we further find that this reduction of one and twelve one-hundredths mills in the average freight rates of 1903 yielded in money, when spread over the tonnage volume of that year, the enormous total of one hundred and ninety-one million dollars, and that this contribution to the country's commercial wealth was made by its railway systems under the workings of the natural laws of supply and demand, and without the intervention of statute law, may we not well hesitate and take time to consider whether the intrusion of statute law upon this satisfactory business condition is, after all, as necessary as we are being asked to believe?

There is in some sections a persistent and almost hysterical demand for railway rate regulation, but what is really meant is not "rate regulation" but "rate reduction," and if this demand is enforced to an extent that will be of any appreciable value to the people at large, will not the railways, that in 1903 earned a surplus of only one hundred and twenty-one million dollars, and paid their shareholders an average dividend of less than 3 per cent, find it necessary to reduce their operating expenses to meet proportionately this loss of surplus income, and when such reductions become necessary do I need to point out to you where the greater part of this shrinkage must be borne?

But as he who criticizes and objects to proposed methods is in reason bound to suggest something in substitution, I assume the necessary responsibility and, with becoming modesty, offer the following:

The present laws seem adequate and sufficient, if thoroughly applied, to enable the Interstate Commerce Commission to bring to light, punish and prevent every form of rebating and secret rate giving or taking, as rapidly as the cases are brought to its attention, and therefore further legislation upon this branch of the subject seems at present to be unnecessary. The other principal abuses and evils alleged, and to which congressional attention has recently been called, are said to arise out of the improper use of privately owned freight cars, and of private side tracks and railways of the so-called Industrial Combinations,

I suggest that if these privately controlled special facilities and their owners are, to the extent that they deal in transportation, brought within the scope of, and made amenable to, all laws that are now, or may hereafter be, applicable to transportation companies engaged in interstate commerce, the alleged abuses and evils will at once become controllable and can be wholly eradicated. If the rate-making power is then found to need further supervision and regulation, the Interstate Commerce Commission should have added to its present full power of investigation that of recommending to the railways the substitution of rates that it thinks reasonable for those that, upon investigation, it has condemned, and if within reasonable time—say thirty days—the railways interested fail to adopt these recommended rates, the Commission should make to Congress a report of its findings and recommendations, and of the failures or refusals to comply therewith, leaving to Congress the duty of applying such remedies as it may then think needful.

This plan has worked well for so many years in our own Commonwealth that its trial by the General Government would seem to be at least worthy of consideration. It would have the wholesome, and I think necessary, effect of preventing an accumulation of frivolous complaints, with which the Commission is quite certain to be overwhelmed if the proposed plan of giving it the final adjudication of all rate cases submitted to it is adopted; and judging from the working of our Massachusetts laws covering this matter, the restraints against arbitrary and unjust acts by any of the railways would be so sufficient and wholesome as to bring substantial and even-handed justice to all parties in interest.

In conclusion, I will add that in this necessarily condensed and somewhat fragmentary presentation of what I believe to be a subject of profound and far-reaching personal interest to every person engaged in railroad work, I am not trying to build up a propaganda, or initiate a general agitation with the purpose of coercing the opinions of those charged with the duties of suggesting and framing changes in, or additions to, our national laws. I have tried to present, in a dispassionate way, some of the facts, as I interpret them, connected with one branch of the great economic evolution that is now going on in our common country, and I leave them with you for such further consideration and use as you may think it wise to make of them.

The address was listened to and followed with the closest attention by the Brothers who found great pleasure not only in the speaker's forcible delivery, but in the clear, concise and convincing arguments used, and at its conclusion evidenced their appreciation by hearty and continued applause.

Chief Abbott then called on Assistant General Manager Lee, who in responding, said that he had come in response to an invitation to dinner and not expecting to speak, therefore had no speech prepared, but wished to say that he had listened to President Tuttle's address with the greatest pleasure and thanked the engineers of the Brotherhood for their kind invitation to be with them on this occasion, and that if he were eligible, he would at once file his application to become one of them himself. He

spoke of his and Brother Mitchell's (our chair. G. C. of A.) efforts in regard to carrying out the terms of our schedule in justice to all, and the friendly settlement of the many delicate contested points which so often came up in regard to it, and complimented the Brotherhood on having so fair and conservative a gentleman as Brother Mitchell as their chairman of the General Committee. (Hearty applause.)

Chief Abbott then stated that all would be pleased to hear from any of the other officials, many of whom were seated on the platform, but as no one responded, he declared the entertainment closed, and that with the officials at the head, followed by the invited guests with the Brothers and their ladies following (in all about 800) the march would be taken up for the banquet hall where a banquet by J. A. Dill & Co., caterers, as only Dill & Co. can furnish, was laid. After all had been shown to their places, Chief Abbott called on Bro. G. R. Dority, our Grand Chaplain, who asked the Divine blessing, then all fell to and did ample justice to the variety and abundance of good things before them.

An hour or two were pleasantly spent in sociability by those not in a hurry to get home, and all agreed that the whole affair was a pleasant and fitting observation of the passing of the fortieth milestone in our Division's history.

The thanks of the Brothers and ladies are due to the committee having the affair in charge, consisting of Chief Abbott, Bros. C. H. Woodman, F. Brothers, F. W. Boody, W. Schackley and G. C. Farnsworth, for the successful carrying out of the affair and for the good time enjoyed by all.

Another pleasant feature of the occasion was the meeting again of many of the members of the "Inglewood Club," who went to the last Convention in Los Angeles, and it seemed like Brothers and Sisters indeed, meeting again by the hearty handclaps and affectionate greetings extended towards each other, and the exchange of many reminiscences of that long and pleasant trip to the land of "sunshine and flowers."
N. H. B. W., Div. 61.

Drv. 637 was recently presented with a most beautiful Bible. The donor was the estimable wife of our worthy C. E. Ed. McCormick. Mrs. McCormick heard us discussing the merits of buying a larger Bible and to our surprise at our last regular meeting in 1904 it was sent in to us, the Division passing an appropriate resolution thanking her for the same and accepting it as a beautiful Christmas gift.

Div. 637 is in first-class condition and all running an engine here are members

of our organization except one or two and we hope to have them in line pretty soon. We have a good contract and very few grievances, and they are easily adjusted when they do arise.

Because we live in Mexico is no sign we are out of the world. Our work for the B. of L. E. is carried on with as much zeal as it is in any locality.

ED. LOONEY, F. A. E.

MR. H. M. HINKLE, Air Brake Instructor of the Philadelphia Division of the Pennsylvania Railway, was the recipient of a well-merited compliment, when on Christmas day, a committee representing the passenger engineers and firemen of the Philadelphia Division, called at his home on Brown street, West Philadelphia, and presented him with a handsome gold chain and charm, on which was engraved his monogram. Before presenting the gift, Brother Austin, of Div. 45, made the following address:

Mr. Hinkle, we have come to perform a most pleasant duty. But before that duty is accomplished, I wish to say a few words in behalf of the passenger engineers and firemen of the Philadelphia Division, whom I represent.

Hard and earnestly have you labored to help each of us pass the air brake examination. While running your train you still found time to hold in the air brake room of the P. R. R. Y. M. C. A. Building day and evening classes, and during those instructions you bent every effort to impart to us your extensive knowledge of the air brake. That we profited by your thorough and practical instructions was shown in the successful result of the air brake examination which we have recently passed.

And now, Mr. Hinkle, in behalf of the grateful passenger engineers and firemen of the Philadelphia Division, I present you with this chain and charm—a token of grateful friendship.

Mr. Hinkle was genuinely surprised, and appeared very much affected. He thanked the passenger engineers and firemen, through the committee, assuring them that he had done only his duty in helping his fellow men, and that the compliment was an undeserved one.

Members of the committee were: Mr. C. H. Smith, Road Foreman of Engineers, Philadelphia Division, Brother Johnson, of Div. 74, Brothers Austin and Cough, of Div. 45, and Brother Strouse, of Div. 75, B. of L. F.

MR. W. MILLER, having resigned to accept a place with the D. & R. G. Ry., sent the following complimentary letter to the Terminal employees:

St. Louis, Mo., Jan. 15, 1905.

MR. H. A. Walters, Chair, Committee, B. of L. E.,
MR. W. E. YOUNG, Chair, Committee, B. of L. F.,

Terminal Railroad Association of St. Louis,

GENTLEMEN: As I am about to sever my connection as Master Mechanic of the Terminal Railroad Association, I beg through you gentlemen to ex-

tend to you and the members of your Brotherhoods, who are employees of this association, my most sincere thanks and appreciation for the able assistance that you as a whole have rendered the mechanical department during my administration, and I wish to advise that it is with my deepest regret that I am leaving the Terminal before having had the desired opportunity of becoming more acquainted with all of you gentlemen.

Notwithstanding this, I want to inform you, one and all, that your action and good service that you have rendered the Terminal since my coming to this company did not escape my observation, and I feel that it is my duty to extend to you cheerfully my commendations, so that you may know that your services have been appreciated.

Hoping that we may again be associated together, and wishing you all the best of success, I remain

Yours truly,

WM. MILLER,

Retiring Master Mechanic.

THE following complimentary letter from members of Div. 375 to members of Div. 439 bears evidence of goodwill that only comes from manly consideration of the welfare of each:

SPENCER, N. C., Dec. 21, 1904.

To the Officers and Members of Div. 439, B. of L. E.,

SIRS AND BROTHERS: Whereas Mr. S. R. Richards, our Master Mechanic, having resigned his position here to accept a position on the Plymouth Division of the N. Y., N. H. & H. R. R., and our relations having been so pleasant and satisfactory, we send this to you with the highest recommendations of Mr. Richards. He has been with us eighteen months, and no engineer has been known to complain of the treatment at his hands. He has always treated us in a cordial manner, and has been a true friend to us in every way. The relations between us have been so pleasant and harmonious that we take pleasure in recommending him to you. Hoping you will have in him the same friend we have found him to be, and that you will give him your hearty co-operation, as he deserves the hearty co-operation of all engineers, and we do not hesitate to say that our loss is your gain.

Yours fraternally,

J. L. ALLEN, Chief Engineer,

W. W. CLEMENT, F. A. E.

A RECEPTION and banquet was recently given to Bro. E. P. Roesch, of Division 186, and Mr. Chrysler, former Master Mechanic and General Roundhouse Foreman, respectively, C. & A. Ry., at Slater, Mo., in token of the respect in which they are held by the railroad men of the Western Division and the citizens of Slater. Each was presented with handsome silver sets by the railroad men.

The meeting was presided over by George M. Blackburn. The presentation speech was made by O. P. Storts, which was appropriate for the occasion and thoroughly appreciated by the large audience, which was limited to the capacity of the hall. He also read an address prepared by Engineer Griffin in behalf of the railroad men, reviewing the successful ad-

ministration of Brother Roesch, and presented him with a beautiful set of silver as an evidence of the goodwill of his many friends.

In response Brother Roesch made a very modest reply, stating that he was not prepared for the occasion, and felt that he was unworthy of such evidences of goodwill and confidence as were shown him. He unselfishly gave the credit of his successful management to the railroad men of Slater. Whatever personal success he achieved he believed to be due to the fact that he had always tried to do right, that he was confident and probably inspired confidence, but remarked,—“possibly I have erred in judgment or I would not be out of a position.” He expressed his profound regret to leave the hundreds of friends he had made in Slater, to whom he felt closer than any class of citizens he had lived with for the same length of time. He closed with the remark that wherever he cast his lot and wherever he had a home, there was always a home for his friends in Slater.

Mr. Chrysler also made a brief yet appropriate speech in acknowledgment of the courtesies shown him. He was followed by W. G. Perdue of Bloomington, Passenger Train Master Wallace, W. H. Lain and Train Master Marquette, each of whom expressed his best wishes for the retired Master Mechanic and Round-house Foreman.

A set of complimentary resolutions was presented to each of the retiring officials, signed by G. M. Blackburn, Chairman Engineers; W. H. Lain, Chairman Carmen; C. B. Bennington, Chairman Firemen; Frank Wetton, Chairman Round-house men.

After the reception a banquet was served at Maneke's, and the ball opened at the Walton building. Music was furnished by the Marshall Orchestra.

SLATER RUSTLER.

NEVER having read anything in the JOURNAL about Division 639 since we were organized, March 13, 1904, I take the liberty to request space in the JOURNAL to advise our Brothers of what we are doing and how we are getting along.

At a regular meeting held Dec. 18, 1904, at our new meeting rooms, 407 Bridge St., Borough of Brooklyn, New York City, Bro. John Puffenberger of Division 292, was a visitor, and by special request of Mrs. F. T. Tucker, wife of our C. E., presented us with a handsome new Bible as a Christmas present, 1904. Brother Puffenberger spoke in part as follows:

“Brother Chief and Brothers of Brooklyn Terminals Div. 639, I consider this one of the greatest honors of my life to present to you this great and good work,

the Holy Bible, upon which all good is founded and teachings contained within its covers; and it reminds me of my boyhood days, and my good old mother and her advice to me; coming as it does from the wife of your Chief, through me to you. I honor her for the great work she has done in the interests of the G. I. A.” Turning to our C. E. said: “Take this Bible, I deliver it into your hands for your Division. May it be a blessing to you all.” Applause.

Brother Tucker, C. E., replied in part as follows:

“Brother Puffenberger, I thank you sincerely for this Christmas gift to Div. 639, also for your kind words and expression of good will. This present comes from one with whom I have lived twenty-four years. Again, sir, I thank you on behalf of the officers and members of Division 639.” Applause.

Later in the meeting Brother Puffenberger complimented our C. E. on the growth of Division 639, having doubled our membership in nine months; also on no Brother present having a grievance, and our fine meeting room, saying it was a credit to us.

O. E., Brother Tucker, gave us a good account of the Grand Union Meeting held in Cleveland, Ohio, Nov. 21, 1904.

Bro. Geo. W. Dereamer gave us some appropriate remarks on good of the Order, also Bro. E. L. Harrington and others. I consider this one of our most interesting meetings.

O. C. SHATTUCK,
F. A. E. Div. 639.

A JOINT meeting of Gate City Div. 368, and Atlanta Div. 207, B. of L. E., was held in the hall of Div. 368, Sunday, Jan. 8th, 2:30 P. M.

The following program was very successfully carried out:

Grievances—How to prevent them and the easiest way to adjust them. Bro. J. I. Whiddon, Chr. G. C. of A. So. Ry.

Our Brotherhood—How to make it the greatest factor of all, in the improvement of railroad service. Bro. W. O. Keenan, Div. 207.

Shorter Hours on Duty—How to secure them. Bro. W. L. Simmons, Div. 368.

Our Sick—Our duty to them, do we do it? Bro. T. O. Waters, Div. 368.

The talks were listened to attentively and were very much appreciated. There were something like a hundred members of the two Divisions present, besides quite a number of visiting Brothers.

Divisions 368 and 207 have established the custom of holding a joint meeting every sixty days, and are making quite a success of them. Interest in the meetings is growing and the attendance increasing, and the joint meetings are now looked

forward to with a great deal of pleasure. The good to be derived from such meetings, when properly conducted, programs for entertaining, etc., is incalculable, not speaking of the good to be derived from the social side of the affair.

I have reserved for the last the most notable and enjoyable feature of this particular joint meeting. We were most joyfully surprised that the Committee of Arrangements had secured the presence of our worthy Assistant Grand Chief Engineer, H. E. Wills. Brother Wills made us a talk of an hour and a half that was listened to with undivided attention and utmost appreciation. Before he was half through every heart in the hall was his for the asking, and every man in the hall rushed eagerly forward to grasp his hand and receive a few kind words personally from him, before he quitted the rostrum.

It was more like an old Methodist love-feast than anything I have attended before in years.

I think every Brother went forth from this meeting with renewed vows and a stronger determination to live right and do right, attend the Division meetings, share his part of the burdens of the Brotherhood and to give honest toil and be loyal to his employer.

A resolution complimenting and thanking Brother Wills was passed unanimously.

WALTER L. SIMMONS,
F. A. E. Div. 368.

DIVISION 64, Worcester, Mass., held its Third Annual Banquet at the Bay State House, Jan. 8th, at 2 P. M., when the engineers and guests did justice to themselves and everybody else. The banquet began at 2 and lasted until 8:20 P. M., interspersed with selections of music under orders of Bandmaster Davis. All trying to see who could eat the fastest and most, the banner went to Bro. S. E. Norman, who said he took after his father who ate lots and after his mother for eating long.

The Division had as guests Bro. C. R. Mitchell, Chr. G. C. of A. Boston & Maine, C. M. Richardson, Chr. G. C. of A., Boston & Albany Division of New York Central, Mr. S. D. Sands, Chief Clerk B. & A. freight office, G. T. Jones, foreman Washburn & Moen Wire Works, and J. H. Johnson, poet of Div. 64, and Jim is a whole team with a band. Bro. G. F. Darling was toastmaster and a better one could not be found.

The first speaker called was Bro. C. K. Mitchell, who spoke on the good of the Order. Bro. C. M. Richardson was the next speaker introduced, and gave us a lengthy talk, "What to do to bring members to meetings." Chief Engineer Bro. T. J. O'Neil was then called on, who spoke of years past and today's railroading.

Brother Darling called for the next speaker, the homeliest man in the Division, as he said, who crawls out of his hole in the form of Palmer to come down and fill up, and then return and sucks his clams till we go to Jordon Pond. Bro. O. W. Clapp gave us how times were years ago on the B. & A., Bro. M. L. Hamilton gave us a history of Division 64 since it was organized. Bro. T. B. Wardell and others spoke. Bandmaster Davis had music between the speeches. Poet J. H. Johnson was called, and read a poem composed by him especially for the occasion, which was highly appreciated by those present, but I fear the Editor will think it too long for insertion.

The speaking over, everybody smoked, told stories of narrow escapes, and of the good and bad times years ago, and compared them with today. It was a day for a good time, and it was a good time.

Business being such it kept many away who intended to go, but never mind, Brothers, a hot time is coming later on at Jordon's Pond, and Jim Johnson, the poet, will be on deck with a new lot of stories to settle your clams, while Bandmaster Davis looks after the music.

Brother Darling, the toastmaster, being one of the guards, had to leave us at 5:45 to report at headquarters for roll call, after which he was on deck to see that we all had oil enough on our valves to reach home.

Letters of regret were read by Brother Davis from Bro. F. S. Evans, Chr. G. C. of A. of the N. Y., N. H. & H. System, who was sick in bed and unable to attend, but at this writing I am informed is much better; also letter from Bro. E. W. Hurley, A. G. C. E., business keeping him away.

The speeachmaking and good time lasted till 7 o'clock, and we shall look forward with pleasure for another one like it in January 1906.

Yours fraternally,
L. A. STOODLEY.

President Tuttle's address, delivered before Div. No. 61, at their fortieth anniversary meeting, with request to publish in full, reached us when our space was all taken, but we considered it of such importance that we concluded to hold out three local items. We regret this necessity, but hope no serious objections will be made, They will appear in March number.

SPECIAL NOTICES.

Adair Div., 365, B. of L. E., has changed halls. Commencing this date the above Division will hold its meetings in Shelby Street Market Hall, situated on Shelby between Market and Jefferson Streets.

Wanted—To know the whereabouts of W. H. Stitt. Was last heard of in vicinity of Seattle, Tacoma, or Portland firing for the U. P. R. R. Anyone knowing his whereabouts will confer a favor by writing to J. E. Stitt, Neodesha, Kan.

Wanted—The address of Frank I. Goodwin, who was running out of Raton, N. M., about eighteen months ago. Address E. H. Colip, F. A. E. Div. 251

Will Mr. Gilbert Cranshaw, engineer, correspond with Mr. W. J. Haynes, M. M., De Soto, Mo. Last heard from at Springfield, Mo.

Anyone knowing the whereabouts of E. S. Eberlein, of Allegheny City Div., 108, will confer a favor by notifying Bro. M. S. Anderson, 919 Main St., Allegheny City, Pa. When last heard from he was at George's Run, W. Va.

At a meeting of Div. 421, held Dec. 28, 1904, a resolution was adopted instructing the F. A. E. to notify the Grand Office that the expulsion of J. B. Stevens, Nov. 10, 1904, was a mistake on the part of the Division. Brother Stevens is entitled to membership and is in good standing.

Frank Edward Baker, who is said to have run an engine out of Trenton, Mo., in the early part of 1904, and who is the son of Admiral Baker, of the English Navy, 30 years of age, light complected, has been left the entire estate of his uncle, who died some months since, and his address is desired by Mr. C. T. Bradshaw, Pueblo, Colo., who has been searching for him for the past three months.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately:

<i>Division—</i>	<i>Division—</i>
435—C. J. Hardy,	409—W. T. Clark.
Thos. McKeever.	186—J. McKinley,
548—Job D. Williams,	C. F. Groner.
J. J. Cahill.	453—R. A. Riggs,
552—John Scanlon,	H. B. Drullard.
C. R. Edmunson.	

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Green Bay, Wis., Dec. 27, killed by broken switch, Bro. M. M. Gavin, member of Div. 297.

Ashtabula, O., Dec. 20, Bro. Wm. Westall, age 34 years, member of Div. 260.

Amory, Miss., Dec. 13, killed in a wreck, Bro. C. H. Patterson, member of Div. 386.

Rankin, Ill., Sept. 9, of appendicitis, Bro. L. W. Kerchner, member of Div. 534.

Princeton, Ind., Dec. 23, of paralysis, Bro. Joe Gardner, member of Div. 343.

East St. Louis, Ill., of pneumonia, Bro. John Glenn, member of Div. 343.

Wilkes-Barre, Pa., June 13, killed in accident, Bro. Samuel T. Wall, member of Div. 263.

Elmira, N. Y., Dec. 28, of cancer, Bro. John Thompson, member of Div. 368.

West Superior, Wis., Dec. 27, of heart failure, Bro. Geo. Budge, member of Div. 290.

Toledo, O., Dec. 30, Bro. Wesley C. Welsh, and Dec. 23, Bro. A. Cook, members of Div. 4.

Pittsburg, Kan., Dec. 31, Bro. J. J. Weisinger, member of Div. 527.

Princeton, Ind., killed in collision, Bro. A. P. Bowen, member of Div. 343.

Peru, Ind., Dec. 27, killed in collision, Bro. Albert M. Ballard, member of Div. 548.

Peru, Ind., Aug. 27, Bro. Chas. B. Robison, member of Div. 548.

Galeton, Pa., John Sullivan, father of Bro. D. H. Sullivan, member of Div. 429.

Garrett, Ind., fatally scalded, Bro. J. W. Collins, member of Div. 153.

Way Cross, Ga., Jan. 2, Bro. J. Yancy Bruce, member of Div. 648.

Battle Creek, Mich., Chas. Carr, father of Bro. Horace Carr, member of Div. 33.

Garrett, Ind., Dec. 27, Bro. Grant Potter, member of Div. 153.

Utica, N. Y., Dec. 29, of pneumonia, Bro. John Clare, member of Div. 14.

Pleasant Valley, Wheeling, W. Va., Jan. 2, Mrs. John Lemon, wife of Brother Lemon, member of Div. 477.

Junction, N. J., Jan. 3, Bro. O. W. Adams, age 72 years, member of Div. 337.

Lima, O., Jan. 1, killed in head-on collision, Bro. Jacob A. Myers, member of Div. 120.

Rochester, Vt., Jan. 19, of pneumonia, Bro. W. A. Blodget, member of Div. 330.

Port Jervis, N. Y., Dec. 30, Bro. Henry Mackrill, member of Div. 54.

Fairmount, W. Va., Jan. 2, killed in wreck, Bro. A. F. Carrico, member of Div. 284.

Haileyville, I. T., Dec. 30, killed in collision, Bro. Frank D. Curry, member of Div. 539.

Sherwood, O., Jan. —, scalded, Bro. J. W. Collins, member of Div. 153.

Alexander, Va., Jan. 6, of consumption, Bro. R. L. Darnell, member of Div. 160.

McKinney, Ky., Jan. 10, of injury received in collision, Bro. T. J. O'Conner, member of Div. 603.

Denver, Colo., Dec. 23, of paralysis, Bro. J. B. Danielson, member of Div. 451.

Dunkirk, N. Y., Dec. 10, killed in collision, Bro. John Laughlin, member of Div. 273.

Princeton, Ind., Dec. 25, killed in collision, Bro. A. P. Bowen, member of Div. 343.

Port Jervis, N. Y., Jan. 10, Bro. John G. McCarrick, member of Div. 54.

Jersey City, N. J., Jan. 10, of acute indigestion, Bro. Jas. M. Small, member of Div. 601.

Baltimore, Md., Jan. 9, of paralysis, Bro. A. C. McCleary, member of Div. 52.

Galion, O., Jan. 11, scalded, Bro. Fred Keller, member of Div. 16.

Davenport, Ia., Dec. 18, killed, Bro. M. A. Calhoun, member of Div. 525.

Rock Hill, S. C., Jan. 3, heart failure, Mrs. M. J. Withers, mother of Bro. A. B. Withers, member of Div. 84.

Lawrence, Mass., Jan. 6, Bro. Wm. J. Carlisle, member of Div. 61.

Indianapolis, Ind., Jan. 14, Bro. John P. Gray, member of Div. 11.

Renova, Pa., Jan. 22, Bro. Wm. Ingram, member of Div. 465.

Birmingham, Ala., Jan. 12, engine turning over on him, Bro. B. F. Harrison, member of Div. 156.

Los Angeles, Cal., Dec. 7, struck by street car, Bro. J. F. Higgins, member of Div. 398.

Haileyville, I. T., Jan. 14, Mrs. Mary Camp, wife of Bro. A. B. Camp, member of Div. 539.

New York City, Dec. —, Bro. Smith Gilbert, member of Div. 105.

Brooklyn, N. Y., Jan. 20, of consumption of the throat, Bro. Otto C. Wassweiler, member of Div. 419.

Long Branch, N. J., Jan. 15, of paralysis, Bro. J. H. Davis, member of Div. 157.

Whitehall, N. Y., Dec. 25, killed while coupling cars, Charles W. Lee, son of Bro. John W. Lee, F. A. E. of Div. 217.

ADMITTED BY TRANSFER CARD.

Into Division—

- 457—Ira Fish, from Div. 4.
 123—J. W. Winn, from Div. 359.
 217—Wm. Brown, from Div. 87.
 64—Samuel E. Morman, from Div. 483.
 Frank Francis Fuller, from Div. 418.
 492—John McGraw, from Div. 452.
 338—T. R. Cotter, from Div. 304.
 495—Wm. L. Gaines, from Div. 156.

- 239—L. A. Ford, from Div. 432.
 370—John J. Clutter, from Div. 76.
 186—W. H. Klett, from Div. 336.
 364—Frank S. Galletty, from Div. 630.
 429—Holly S. Smith, from Div. 191.
 158—S. E. Canady, W. K. Smith, from Div. 55.
 239—L. C. Johnson, from Div. 212.
 135—T. F. Walsh, from Div. 69.
 464—W. H. Lewis, from Div. 250.
 542—A. C. Blainey, M. J. Venen, Wm. Toomy, from Div. 31.
 F. D. Johnston, from Div. 360.
 657—Robt. Lovett, from Div. 320.
 651—Geo. B. Russel, from Div. 124.
 11—W. C. Conover, from Div. 19.
 13—W. E. Wheeler, from Div. 420.
 618—Frank Bloomfield, Patrick O'Byrne, Walter L. Washurn, from Div. 13.
 614—James F. Conolly, from Div. 571.
 510—J. D. Watson, from Div. 67.
 37—Sealy Ashmead, A. J. Dow, from Div. 11.
 548—Arthur Frank Coutts, from Div. 578.
 121—Arthur Swisher, from Div. 16.
 364—J. M. Fuller, from Div. 83.
 178—Lee Farris, from Div. 287.
 626—C. J. Wilkes, James T. McMinn, Geo. W. Stevenson, from Div. 254.
 126—A. V. Sobet, from Div. 257.
 436—S. E. Sheats, from Div. 432.
 R. A. Battle, from Div. 368.
 565—J. B. Large, J. W. Brothers, F. C. Warren, from Div. 260.
 112—G. R. Dickenson, from Div. 191.
 416—John Madara, Frank H. Knox, from Div. 255.
 402—Milton Fields, from Div. 515.
 Carl E. Kalat, from Div. 80.
 C. E. Miller, from Div. 333.
 Jas. A. McLean, from Div. 274.
 328—E. J. Haley, from Div. 18.
 Chas. Lusk, from Div. 194.
 111—J. H. Langdon, from Div. 179.
 273—Geo. V. Whigham, from Div. 447.
 498—C. A. Mays, from Div. 366.
 Lee Whatley, from Div. 628.
 643—Wm. Delap, from Div. 391.
 Robert Logan, from Div. 56.
 Joseph Huverstühl, Chas. M. Stroble, from Div. 113.
 J. A. Van Gant, from Div. 571.
 316—Elmer G. E. Shafer, from Div. 376.
 6—W. H. Fuller, from Div. 125.
 637—Fred C. Shearer, from Div. 575.
 263—James Joncoe, from Div. 586.
 245—A. L. Dick, from Div. 208.
 647—Jas. M. Tarney, Wm. Waddington, from Div. 28.
 M. C. McNulty, from Div. 546.
 E. L. Lee, from Div. 364.
 W. L. Delano, from Div. 252.
 J. A. Rees, from Div. 383.
 A. E. Kinney, from Div. 10.
 661—Alfred Ashby, Henry W. Buckpitt, Neil Currie, Christopher Stratford, from Div. 240.
 Richard Woodford, from Div. 518.
 Chas. C. Pink, Wm. H. Wilkinson, James Rolfson, from Div. 390.
 William Legg, from Div. 577.
 262—A. M. Getchell, Joe L. James, Wm. J. Delanty, John F. Deitz, from Div. 232.
 637—J. J. Whipp, from Div. 497.
 664—C. P. Anderson, J. A. Burke, H. F. Bell, J. W. Brown, Wm. Bohemeister, F. W. Cherry, W. T. Cushing, Frederick Champlain, J. R. Forrest, W. S. G. Harris, J. W. Halfus, J. A. Leavitt, J. H. Miller, Chas. Porter, James Reidy, M. F. Rittenhouse, E. F. Sipple, J. H. Smith, N. P. Sinnott, Geo. A. Woods, J. A. Wood, J. G. Weir, from Div. 161.
 667—Wm. Clendenning, Thos. A. Dickson, Arthur Johnstone, John Kelly, P. S. Lindsay, E. Larson, John Pascoe, F. S. Thorne, Wm. Webb, from Div. 76.
 666—A. P. Brogan, W. B. Ballard, J. C. Brady, E. C. Bailey, B. H. Bailey, A. H. Baird, E. M. Baird, Fred Black, F. W. Caldwell, Oliver Chesbro, J. S. Dodds, D. B. Du Bose,

- J. H. Edwards, C. A. Estes, L. J. Englert, G. P. Farris, I. P. Foster, C. S. Gregory, J. C. Gregory, W. A. Gould, W. R. Garr, J. D. Hickey, M. Henneberry, Thos. Henneberry, E. L. Hayley, W. W. Heathcock, R. J. Harris, A. L. Johnny, T. L. Maron, Thos. McGrath, J. M. Mitchell, A. J. Merriweather, E. S. Manley, R. W. McKinley, K. S. Moffit, J. J. Medlin, S. K. Medlin, J. T. Nichols, D. S. Parker, F. E. Patton, W. G. Persons, Thos. Quinn, W. J. Teague, G. F. Tiffany, Albert A. Wilde, W. J. Wilde, E. E. Welch, P. W. Wilson, from Div. 93.
 8—J. W. Clemens, from Div. 6.
 G. A. Spartin, from Div. 186.
 G. A. Cook, from Div. 19.
 417—Gains S. Thompson, from Div. 117.
 48—B. F. Meyers, from Div. 178.
 618—Daniel O'Leary, from Div. 13.
 359—I. D. Mayhall, from Div. 228.
 370—J. J. Clutter, from Div. 76.
 224—J. D. Peeser, from Div. 459.
 209—Warren Campbell, from Div. 29.

WITHDRAWALS.

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|-----------------------|-----------------------|
| <i>From Division—</i> | <i>From Division—</i> |
| 133—Wm. Hollindrake. | 416—A. L. Duncan. |
| 488—C. S. Haskett. | 360—E. D. Shedd. |
| 310—Joseph O. Elder. | T. H. Walsh. |
| 518—James Sloan. | 485—F. W. Hall. |
| 239—W. M. Morrisey. | 63—Wm. Hill. |
| 262—Arthur Cray. | 430—L. N. Howe. |
| Wm. Albaugh. | 311—W. B. Johnson. |
| 112—Oscar A. Hawks. | 82—W. H. Newell. |
| 115—C. H. Gutch. | 126—M. H. Densmore. |
| 132—Richard Holman. | 390—Robert Baxter. |
| 372—Frank Martin. | 209—H. FASTER. |
| 266—James McDonald. | 439—H. S. Allington. |
| 238—Otto Zanner. | 344—S. C. Boyer. |
| M. Hickey. | 404—N. G. Springer. |
| 442—A. A. Golin. | |

REINSTATEMENTS.

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|-----------------------|-----------------------|
| <i>Into Division—</i> | <i>Into Division—</i> |
| 281—J. H. Lane. | 27—D. H. Crockett, |
| H. Y. Wilson. | G. W. Hall. |
| 380—A. J. Grant. | 50—A. Coughenour, |
| 451—H. S. Smith. | C. H. Lincoln. |
| 420—W. R. Wheeler. | 352—H. W. Fauver, |
| 520—John Johnson. | E. T. Fortney, |
| 343—A. P. Bowen. | M. L. Sharon. |
| 556—W. C. Stosbery. | C. P. Martin. |
| 262—S. E. Cutler. | P. W. Sauders. |
| Chas. H. Hoffman. | Geo. W. Fraley. |
| 263—John Sharp. | 11—Chas. Davis. |
| 101—A. G. Fredeking. | 363—C. P. Snyder. |
| J. H. Alley. | 47—O. A. Jones. |
| 182—J. Woods. | 118—E. Moritmer. |
| 93—Fred Sletzell. | 242—Canby Wiggins. |
| Philip N. Jones, | 98—Geo. I. Milliken. |
| Fred Roach. | 120—T. Downey. |
| Jno. C. Staylen, | 552—T. T. Tomes. |
| Joe H. Bonds. | 614—F. C. Martinez. |
| 301—S. B. Pettitt. | 111—Russel Scott. |
| 24—Ed. Adams. | 141—W. F. Murphy. |
| 322—D. P. McNabb. | |

SUSPENSIONS.

- From Division—*
 25—Henry Lahey, sixty days for intoxication.
 336—Henry Kelley, ten months for unbecoming conduct.
 416—R. H. Cage, A. C. Hoobler, for non-payment of dues and assessments.
 382—C. H. Bush, three months.
 482—C. Lundmark, Wm. McFaul, Neil Cleron, Wm. Laughran, Wm. Allan, for non-payment of dues.
 452—T. B. Vanvooy, W. F. Whitney, J. J. Griffin, J. C. Hersperger, J. E. Ross, Chas. C. Fisher, J. J. Dennigan.
 190—W. N. Cowell, dropping insurance and non-payment of dues.
 340—J. L. Leonard, ten months.

EXPELLED.

FOR NON-PAYMENT OF DUES.

- From Division—*
- 1—John A. Joy,
John Evans.
- 117—John Bell,
Wm. Anderson.
- 613—H. Johnsons.
- 431—Wm. Gamble.
- 404—Lew Jackson.
- 43—M. D. Collins,
Warner Howe.
- 40—E. T. Williamson,
W. H. Mample.
- 95—James Stull,
S. H. Parker.
- 443—Geo. M. Thompson.
- 495—A. S. Minto.
- 541—John Weaver,
Robt. P. Rever.
- 331—John Bexon.
- 497—Wm. Maynard.
- 359—F. McCormick,
R. Johnsons,
Z. Coover.
- 296—F. W. Duell.
- 103—Frank Strong.
- 411—W. L. Patton.
- 322—Thos. Gregg,
Kenneth Caughlin,
Robt. Landers,
J. R. Perry,
J. P. Markin.
- 244—John Holdren.
- 170—G. M. Koontz.
- 292—Wm. Richardson.
- 293—W. C. Carlin.
- 171—Uriah Warman.
- 599—W. E. Maher,
J. E. Williams,
F. Converse.
- 575—J. J. McGrail.
- 531—F. J. Myers.
- 363—Reuben Fitzgerald,
Daniel Miller,
F. E. Yonker's,
J. P. O'Donnell,
C. J. Sigan,
C. P. Snyder, Jr.
- 156—J. W. Cusick,
W. N. Dennahoo,
N. C. Mason,
Sam Potter,
G. W. Payne,
J. F. Landers.
- 355—Joseph Barnea.
- 291—W. P. Mills,
J. R. Wells.
- 284—James Hunt.
- 92—F. E. Hewitt.
- 328—P. Craue,
O. Kring,
Ed Greenan,
H. I. Bailey,
John Halway.
- 248—A. A. Bradene.
- 382—R. W. Byron.
- 103—Frank Powers.
- 472—J. G. Sample.
- 173—A. W. McLean,
S. J. Prentiss.
- 214—D. S. Firecoats.
- 532—R. E. Spires.
- 7—Wm. Coddington.
- 76—J. R. Lichty.
- 419—E. F. De Grave,
Frank Sembler.
- 327—John C. Donovan,
Jas. E. De-rdorff.
- 276—James Jackson,
Charles Eckert.
- 614—F. J. Harrell.
- 25—Michael Mack.
- 395—A. C. Herbert.
- 455—John Durkin,
Matt Hirsch.
- 527—James Hammond,
Chas. E. Stone.
- 390—Stewart Austin.
- 23—T. C. Freeman.
- From Division—*
- 136—D. A. Brown.
- 464—C. C. Bowers.
- 580—J. M. Crysler.
- 93—Thos. B. Duncan,
L. R. Krap,
S. J. Stea'ns.
- 599—S. N. Auchbacher.
- 494—W. C. Fleming,
J. E. Williams.
- 494—W. C. Fleming,
H. F. Fisdale.
- 287—Wm. F. Crawford,
Jos. T. Delozier,
H. W. Pitzer.
- Wm. Drolsbaugh.
- 233—E. G. Conley.
- 8—John Neary.
- 192—T. M. May.
- 101—A. G. Fredeking.
- J. H. Alley.
- 569—John O'Leary.
- 96—F. Mathews,
Jacob Riley,
F. E. Wilder.
- 15—Henry Shilling,
L. W. Morrison.
- O. R. Sackett.
- 115—B. L. Plantz.
- 269—Thos. Ward,
Thos. Cody,
James De Camera.
- 84—J. L. Armstrong.
- G. A. Link.
- 281—C. H. Burnell,
E. E. Chapman,
O. Calkins,
C. E. Murphy,
B. L. Rilea,
A. M. Smith,
E. C. Slater,
A. T. Montz.
- 153—W. S. Perry,
Geo. Haverstick,
J. M. Newton,
C. D. Reed,
J. Hendee,
J. Suddick.
- 498—W. J. Andrews,
J. Goodwyn,
J. P. Garrison,
G. H. Pinkston,
W. S. Taylor,
J. F. White.
- 500—Walter Pangburn,
John McGregor.
- 432—J. J. Bailey.
- 441—D. P. Gillen,
F. Korber,
C. Sipple,
J. Long,
D. Hurley.
- 183—W. V. Doolittle,
J. W. Harpon,
Wm. Murdoch,
Wm. Mullen.
- 271—D. M. Demarcus,
E. A. Lyman,
James Quinlan,
John McAllister,
Wm. Shepherd,
J. P. Smith.
- 430—C. P. Hodges.
- 193—F. Bond.
- 2—H. Thomas.
- 260—L. L. Gaylord.
- 575—S. Duran.
- 105—Geo. W. Page,
C. H. Williamson.
- 437—L. M. Frazier,
W. M. Perry,
Dan Rice.
- 587—Edgar West.
- 439—E. J. Hardy,
P. O. Burnham,
B. O. Atkins,
R. W. Hyde.
- 207—W. M. Yarbrey,
F. C. McEntire.

FOR OTHER CAUSES.

- 599—R. S. Graham, for forfeiting insurance.
- John W. Stroupe, for forfeiting insurance.
- 494—J. O. Hutchinson, for forfeiting insurance.
- James E. Ford, for forfeiting insurance.
- 17—A. B. Frame, for non-payment of dues and violation of obligation.
- 531—A. G. Donly, for keeping a saloon.
- 398—J. W. Jasper, for non-payment of dues and forfeiting insurance.
- 208—Emerick West, for non-payment of dues and forfeiting insurance.
- 114—H. B. Doxey, for violation of obligation and unbecoming conduct.
- 567—Alford E. McCale, for non-payment of dues and forfeiting insurance.
- 481—C. L. Rounds, W. M. Williams, for forfeiting insurance and non-payment of dues.
- 165—Walter Duncan, Chas. Mellon, for forfeiting insurance and non-payment of dues.
- 494—John C. Jacobson, failure to take out insurance and non-payment of dues.
- 103—Frank Pickard, for non-payment of dues and not corresponding with his Division.
- 627—H. Beck, for non-payment of dues and forfeiting insurance.
- 42—J. C. Van Dyke, for non-payment of dues and no insurance.
- 84—H. C. Jordan, for non-payment of dues and forfeiting insurance.
- 206—E. McCormack, for non-payment of dues and failure to correspond with his Division.
- 594—F. S. Munn, for violation of obligation.
- 57—Arthur Gormas, for forfeiting insurance.
- 416—Wm. H. Kerr, Wm. B. Alters, for intoxication while on duty.
- 362—H. A. Burroughs.
- 312—J. J. Garrity, for intoxication.
- 12—Geo. Huber, for forfeiting insurance.
- 117—Robert Keen, for non-payment of dues and forfeiting insurance.
- 584—E. H. Clark, for non-payment of dues and forfeiting insurance.
- 59—C. B. Johnson, for forfeiting insurance.
- 16—J. C. McConnell, for forfeiting insurance.
- 55—D. E. McDermott, for forfeiting insurance and non-payment of dues.
- 404—Frank Stanford, for forfeiting insurance.
- 503—Alphonso Kennedy, for forfeiting insurance and non-payment of dues.
- 38—W. H. Rowling, for violation of obligation.
- 239—Timothy O'Connor, for unbecoming conduct.
- 370—James Higgins, Chas. Tetterner, Wm. E. Blaney, Jas. H. Rose, M. E. O'Donnell, W. P. Harper, for non-payment of dues and forfeiting insurance.
- 174—Harry Sherman, for forfeiting insurance.
- 580—R. K. Conrad, for forfeiting insurance and non-payment of dues.
- 262—L. W. Schuck, for forfeiting insurance and non-payment of dues.
- 513—R. B. Cobean, for not taking out insurance.
- 614—E. Placier, for forfeiting insurance.
- 609—G. W. Green, M. K. Kellam, for forfeiting insurance.
- 299—E. M. Clark, for forfeiting insurance.
- 435—J. H. Jordan, for forfeiting insurance and non-payment of dues.
- 233—J. C. Franklin, J. A. Garner, John N. Erb, for forfeiting insurance.
- 45—John R. Sellers, for forfeiting insurance.
- 125—L. S. Swaney, for non-payment of dues and violation of obligation.
- 213—A. F. Winigar, for intoxication.
- 377—Geo. L. Proulx, James Duffy, for forfeiting insurance.
- 445—W. A. Frankenfield, for non-payment of dues and forfeiting insurance.
- 101—Robt. L. Wilson, for forfeiting insurance.
- 301—T. F. Kelster, for dropping insurance and non-payment of dues.
- S. B. Pettef, for non-payment of dues and not taking out insurance.
- 99—L. S. Allen, for not taking out insurance.
- Irwin Stetin, for not taking out insurance and non-payment of dues.
- J. J. Goffnett, A. H. Wilson and J. Brennan listed as expelled by Div. 370, was an error. It should have been Div. 570.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION.

Official Notice of Assessments 692-695.

SERIES F.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, Feb. 1, 1905. }

To the Division Secretaries L. E. M. L. and A. I. A. :

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association :

Four Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
652	John Collins.....	41	369	Jan. 6, 1893.	Nov. 7, 1904.	Left eye removed.	\$7500	Self.
653	Thos. H. Fraser.....	38	425	Apr. 28, 1891.	Nov. 23, 1904	Typhoid fever.....	1500	Maud E. Fraser, w.
654	W. A. Griffiths.....	42	200	Aug. 8, 1889.	Dec. 1, 1904.	Killed.....	1500	Mrs. Bird Griffith, w.
655	David Moran.....	57	139	Apr. 19, 1897.	Dec. 4, 1904.	Left eye removed.	4500	Self.
656	J. D. Collins.....	52	368	Apr. 1, 1880.	Dec. 8, 1904.	Left eye removed.	3000	Self.
657	Jos. S. Newton.....	48	439	May 10, 1901.	Dec. 12, 1904.	Tuberculosis.....	1500	Alice A. Newton, w.
658	John F. Woodall.....	36	480	Oct. 3, 1904.	Dec. 12, 1904.	Rt. arm amputated	3000	Self.
659	Chas. St. Denis.....	55	89	Apr. 8, 1881.	Dec. 13, 1904.	Acute nephritis.....	3000	Mrs. C. St. Denis, w.
660	C. H. Patterson.....	33	386	Apr. 20, 1902.	Dec. 13, 1904.	Killed.....	1500	{ Mrs. Ova A. Biddle, Mrs. Jennie Rutten- cutter, Mrs. Bessie N. Berry, sisters, Mrs. L. M. Horne, w. Willie G. Horne, s.
661	G. F. Horne.....	56	314	Oct. 25, 1892.	Dec. 13, 1904.	Killed.....	4500	Helen Dennis, m.
662	Wm. E. Dennis.....	23	565	June 13, 1904.	Dec. 13, 1904.	Typhoid fever.....	1500	Isabella Struthers, m.
663	A. Struthers, Jr.....	26	615	Jan. 20, 1903.	Dec. 14, 1904.	Pulmonary palmonie	1500	Mrs. M. J. Burke, w.
664	M. J. Burke.....	42	292	May 14, 1890.	Dec. 16, 1904.	Gall stones.....	3000	{ Marion Granger, d. Jennie Rawlings, d.
665	John Granger.....	74	37	Sept. 28, 1894.	Dec. 18, 1904.	Paresis.....	3000	Mrs. Cora Calhoun, w.
666	M. Calhoun.....	34	525	Dec. 6, 1903.	Dec. 18, 1904.	Killed.....	750	Self.
667	Jas. V. Proctor.....	28	315	Mch. 20, 1904.	Dec. 18, 1904.	Rt. leg amputated.	4500	Mrs. Annie Burr, w.
668	Gerard Burr.....	44	205	May 3, 1892.	Dec. 18, 1904.	Typhoid fever.....	1500	Mahalie Dobbs, w.
669	H. L. Dobbs.....	39	207	July 25, 1891.	Dec. 19, 1904.	Killed.....	3000	Mrs. Ella Westall, w.
670	Wm. Westall.....	34	260	May 4, 1902.	Dec. 20, 1904.	Paresis.....	3000	Mrs. Rosella Cook, w.
671	A. Cook.....	52	4	May 6, 1900.	Dec. 23, 1904.	Nephritis.....	1500	Emma E. Downs, w.
672	Jas. Downs.....	61	19	June 20, 1873.	Dec. 23, 1904.	Paralysis.....	3000	Sallie J. Stewart, a.
673	R. T. Stewart.....	33	51	June 19, 1904.	Dec. 25, 1904.	Scalded.....	1500	Mrs. C. Ballard, w.
674	A. M. Ballard.....	54	548	Nov. 21, 1902.	Dec. 27, 1904.	Killed.....	1500	Self.
675	R. Searfoss.....	54	148	Apr. 26, 1897.	Dec. 27, 1904.	Rt. hand amputa'd	2000	Mrs. C. Ballard, w.
676	A. H. Donaldson.....	38	113	Aug. 17, 1902.	Dec. 27, 1904.	Rt. leg amputated.	1500	Self.
677	Geo. C. Budge.....	34	290	Dec. 15, 1904.	Dec. 27, 1904.	Apoplexy.....	3000	Mina V. Budge, w.
678	W. V. Collins.....	43	153	Dec. 19, 1886.	Dec. 28, 1904.	Killed.....	1500	Maggie Collins, w.
679	E. D. Marvin.....	33	521	Aug. 27, 1893.	Dec. 29, 1904.	Pneumonia.....	3000	Eva H. Marvin, w.
680	John H. Clare.....	49	14	Apr. 25, 1890.	Dec. 29, 1904.	Pneumonia.....	1500	Rachel A. Clare, w.
681	Frank Weise.....	69	27	Sept. 30, 1868.	Dec. 30, 1904.	Killed.....	1500	W. H. Nolte, s-in-l.
682	H. Mackrell.....	36	54	Nov. 4, 1891.	Dec. 30, 1904.	Pneumonia.....	3000	His estate.
683	W. C. Welch.....	67	4	Dec. 1, 1880.	Dec. 30, 1904.	Alcoholism.....	3000	His heirs.
684	J. Weisinger.....	42	527	Oct. 15, 1893.	Dec. 31, 1904.	Hepatitis.....	3000	Annie Weisinger, w.
685	H. L. Peters.....	30	283	Dec. 4, 1901.	Dec. 31, 1904.	Killed.....	3000	Julia L. Peters, w.
686	Jas. Bruce.....	34	648	Nov. 23, 1904.	Jan. 2, 1905.	Typhoid fever.....	1500	Ida L. Bruce, w.
687	R. L. Darnell.....	39	160	July 7, 1895.	Jan. 6, 1905.	Phthisis.....	1500	Blanch W. Darnell, w.
688	W. Campbell.....	38	154	Aug. 5, 1898.	Jan. 7, 1905.	Killed.....	1500	Sallie Campbell, m.
689	John O'Brien.....	52	457	Dec. 1, 1887.	Jan. 7, 1905.	Bright's disease.....	1500	Mrs. Jno. O'Brien, w.
690	T. Conson.....	52	250	Nov. 16, 1889.	Jan. 9, 1905.	Killed.....	3000	Mrs. Anna Conson.
691	R. C. McCleary.....	40	52	Aug. 16, 1896.	Jan. 9, 1905.	Apoplexy.....	3000	{ Sarah McCleary, w. { and Harry R., s.
692	Brock Quigley.....	60	121	Nov. 22, 1889.	Jan. 10, 1905.	Apoplexy.....	3000	Flora Quigley, w.
693	John McCarrick.....	42	54	Jan. 15, 1892.	Jan. 10, 1905.	Neuringitis.....	1500	Maggie McCarrick.
694	A. Fish.....	46	429	Feb. 8, 1903.	Jan. 10, 1905.	Heart failure.....	1500	Mrs. Julia Fish, w.
695	Fred Keller.....	54	16	Dec. 8, 1896.	Jan. 11, 1905.	Scalded.....	4500	Louisa Keller, w.

Total number of claims, 44. Total amount of claims, \$103,750.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Mch. 10, 1904.	Mrs. H. F. Enke.....	334	H. S. Brickley.....	591	\$ 750
July 13, "	Mrs. Elizabeth Morgan.....	467	Geo. Mills.....	70	750
Aug. 2, "	Samuel Turner.....	484	E. D. Tait.....	273	4500
July 23, "	Mrs. James Howle.....	492	C. A. Blake.....	453	4500

Acknowledgments—Continued.

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
July 28, 1904.	Mrs. P. McHugh.....	493	R. G. Spencer.....	540	1500
Aug. 6, "	Mrs. W. E. Dixon.....	497	R. M. Slaight.....	442	1500
" 6, "	Mrs. Ella Slayle.....	500	A. H. Butler.....	325	1500
" 19, "	Mrs. Mary E. Wood.....	513	Chas. Boyle.....	178	3000
" 21, "	Mrs. Martha Slusser.....	515	Wm. McClure.....	221	1500
" 25, "	Mrs. Hannah Stack, Guardian.....	521	G. E. Taylor.....	330	1500
" 28, "	Mrs. J. J. Frizzell.....	525	W. H. Hackney.....	444	1500
Sept. 6, "	John Steedman.....	531	Geo. W. De Forrest.....	103	1500
Aug. 26, 1903.	Wm. H. Sperry.....	536	W. E. Zimmerman.....	95	3000
Sept. 2, "	Jas. J. Brady.....	538	E. I. Baker.....	105	750
" 4, 1904.	{ Mrs. Sarah Seigle.....	539	C. E. Collins.....	403	4500
" 8, "	{ Maime Seig'e.....				
" 9, "	A. A. Philliber.....	540	Thos. Ryan.....	199	3000
" 9, "	Mrs. L. W. Kerchner.....	542	J. J. Hartman.....	534	1500
" 9, "	W. D. Barksdale, Adm'r.....	543	G. H. Hall.....	498	1500
" 12, "	Mrs. Belle L. Payne.....	544	J. M. Derfingier.....	301	1500
" 19, "	Mrs. Olga M. Klotz.....	545	G. J. McKinley.....	96	750
" 20, "	{ Mary E. Caswell.....	547	J. H. De Wolf.....	348	3000
" 20, "	{ Nellie E. Herenduen.....				
" 20, "	Mrs. Marie Duquet.....	548	A. Beaudry.....	388	750
" 20, "	{ Nellie B. Bryant.....	550	J. H. Taylor.....	283	1500
" 20, "	{ Ida M. Bryant.....				
" 21, "	Mrs. H. L. Bryant.....				
" 21, "	Mrs. Mead Pomeroy.....	551	E. A. Lacy.....	429	3000
" 21, "	Mrs. Nettie Simonton.....	552	J. J. Colburn.....	72	3000
" 23, "	Mrs. Laura V. Pike.....	554	E. B. Creel.....	437	1500
" 23, "	Mrs. Emma J. Shane.....	555	J. A. Williams.....	517	3000
" 23, "	Susan C. McGuire, Guardian.....	556	C. D. Hanes.....	237	1500
" 24, "	Mrs. Marley L. Kane.....	557	J. D. Bishop.....	239	3000
" 24, "	Mrs. G. M. Parrot.....	558	J. D. Bishop.....	239	3000
" 24, "	Mrs. Johanna Broderick.....	559	D. Bagley.....	641	1500
" 26, "	J. F. Jones, Guardian.....	562	E. D. Garvey.....	281	1500
" 28, "	Mrs. Edna M. Worden.....	564	G. O. Hockett.....	621	1500
" 30, "	{ Harietta J. High.....	567	H. S. Brown.....	317	3000
" 30, "	{ Mary E. Hook.....				
" 30, "	Carrie E. Roberts.....				
" 30, "	Mrs. E. Howden.....	568	J. F. Bruner.....	43	3000
Oct. 1, "	Mrs. Lucretia Drancher.....	570	J. L. Kennedy.....	74	3000
" 2, "	Mrs. Irene Hatch.....	571	A. F. Southworth.....	190	4500
" 4, "	Mrs. Thomas Herron.....	573	Geo. Mills.....	70	1500
" 4, "	R. C. Wysong.....	574	Geo. H. Hall.....	498	1500
" 7, "	D. L. Rickey.....	575	M. Cahaney.....	255	1500
" 10, "	Mrs. Lena Le Moy.....	577	J. K. Hanes.....	170	3000
" 12, "	Mrs. Arabella H. Dunlop.....	578	C. H. Burn.....	340	1500

Financial Statement.

CLEVELAND, O., Jan. 1, 1905.

MORTUARY FUND FOR DECEMBER.

Balance on hand Dec. 1, 1904.....	\$156,449 68
Paid in settlement of claims.....	94,500 00
Surplus.....	\$ 61,949 68
Received by assessments 575-78 and back assessments.....	\$72,571 92
Received by assessments 613-16	565 39
Received by Special Mortuary Fund *.....	23,911 00
Received from members whose insurance was carried by Association.....	163 10\$ 97,211 41
Total in Bank Dec. 31, 1904.....	\$159,161 09

EXPENSE FUND FOR DECEMBER.

Balance on hand Dec. 1, 1904.....	\$ 15,780 34
Received by admission fees.....	326 15
Total.....	\$ 16,106 49
Expenses during month of December.....	1,377 28
Balance in Bank Dec 31, 1904.....	\$ 14,729 21

* The Special Mortuary Fund authorized by Resolution 74 as amended and adopted by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

Statement of Membership.

FOR DECEMBER, 1904.

<i>Classified, represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid assessments 575-78.....	4,432	21,955	9,271	1,548
Members from whom assessments 575-78 were not collected.....	521	2,298	846	44
Members carried by the Association.....	2	132	285	23
Applications and reinstatements received during month.....		379	113	22
Totals.....	4,955	24,764	10,515	1,637
From which deduct policies terminated by death, accident, or otherwise.....	27	83	20	2
Total membership Dec. 31, 1904.....	4,928	24,681	10,495	1,635
Grand total.....	41,739			

M. H. SHAY, Gen'l Sec'y & Treas.

Alabama.....	407	Washington.....	160	Sioux City.....	495	Mississippi.....	548	Oneonta.....	66	St. Mary's.....	656
Annonis.....	452	Washington.....	160	St. Paul.....	495	Amory.....	586	Oswego.....	132	Sumner.....	656
Avondale.....	457	Florida.....		St. Paul.....	495	Guilford.....	586	Port Jern.....	64	Susquehanna.....	137
Birmingham.....	186	Florida.....		St. Paul.....	495	Meridian.....	134	Rochester.....	18	Tamaqua.....	662
Birmingham.....	156	Florida.....		St. Paul.....	495	McComb.....	136	Rochester.....	85	Tyrene.....	467
Mobile.....	140	Florida.....		St. Paul.....	495	Meridian.....	134	Stenesteady.....	172	W. Phil'delphia.....	45
Montgomery.....	486	Florida.....		St. Paul.....	495	Meridian.....	134	Staten Island.....	541	W. Phil'delphia.....	353
Montgomery.....	392	Florida.....		St. Paul.....	495	Meridian.....	134	Syracuse.....	163	W. Phil'delphia.....	208
Selma.....	423	Florida.....		St. Paul.....	495	Meridian.....	134	Syracuse.....	163	Wilkinsburg.....	823
Tuscaloosa.....	228	Florida.....		St. Paul.....	495	Meridian.....	134	Syracuse.....	163	Youngwood.....	454
Tusculum.....	223	Florida.....		St. Paul.....	495	Meridian.....	134	Troy.....	87	Rhode Island.....	
Arizona.....		Georgia.....		St. Paul.....	495	Meridian.....	134	Utica.....	113	North Dakota.....	
Douglas.....	615	Georgia.....		St. Paul.....	495	Meridian.....	134	Watertown.....	227	South Carolina.....	
Prescott.....	647	Georgia.....		St. Paul.....	495	Meridian.....	134	Whitehall.....	217	Abbeville.....	496
Tucson.....	28	Georgia.....		St. Paul.....	495	Meridian.....	134	Eldon.....	123	Charleston.....	340
Winslow.....	134	Georgia.....		St. Paul.....	495	Meridian.....	134	Hannibal.....	629	Dickinson.....	275
Arkansas.....		Georgia.....		St. Paul.....	495	Meridian.....	134	Kansas City.....	63	Endorlin.....	667
Argenta.....	228	Georgia.....		St. Paul.....	495	Meridian.....	134	Moberly.....	507	Fargo.....	332
Fort Smith.....	445	Georgia.....		St. Paul.....	495	Meridian.....	134	Monett.....	507	Grand Forks.....	470
Jonesboro.....	442	Georgia.....		St. Paul.....	495	Meridian.....	134	Nevada.....	359	OKLAHOMA TER.	
Little Rock.....	182	Georgia.....		St. Paul.....	495	Meridian.....	134	New Franklin.....	359	Enid.....	680
Mena.....	569	Georgia.....		St. Paul.....	495	Meridian.....	134	N. Springfield.....	57	Shawnee.....	609
N. Little Rock.....	564	Georgia.....		St. Paul.....	495	Meridian.....	134	Jefferson.....	178	OHIO.....	
Pine Bluff.....	216	Georgia.....		St. Paul.....	495	Meridian.....	134	Sedalia.....	157	Air Line Junct.....	457
Van Buren.....	524	Georgia.....		St. Paul.....	495	Meridian.....	134	Slater.....	62	Alliance.....	627
Canada.....		Illinois.....		St. Paul.....	495	Meridian.....	134	Springfield.....	378	Beatrice.....	397
BRITISH COL.		Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Chadron.....	303
Eholt, B. C.....	579	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Fairbury.....	413
Kamloops.....	320	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Freemont.....	383
Cranbrook.....	563	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Lincoln.....	623
Revelstoke.....	607	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	McCook.....	362
Manitoba.....		Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	North Platte.....	88
Brandon.....	667	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Norfolk.....	268
Winnipeg.....	76	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Omaha.....	628
Winnipeg.....	583	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Wymore.....	181
N. W. TERRITORY.		Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Wadsworth.....	158
Calgary.....	356	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	New Hampshire.....	
Medicine Hat.....	356	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Concord.....	52
Moose Jaw.....	610	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Nashua.....	483
NEW BRUNSWICK.		Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Woodsville.....	572
Campbellton.....	138	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	New Jersey.....	
Moncton.....	162	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Atlantic City.....	596
Woodstock.....	341	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
W. Ed. St. Johns.....	479	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
NOVA SCOTIA.		Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Glace Bay, Cape.....		Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Breton.....	581	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Halifax.....	247	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Stellarton.....	582	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Sydney, Cape Breton.....	603	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Truro.....	149	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
ONTARIO.		Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Allendale.....	486	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Bellefleur.....	189	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Brookville.....	118	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Chapleau.....	313	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
St. William.....	443	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Hamilton.....	133	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Havelock.....	628	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
London.....	68	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
London.....	625	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Lindsay.....	374	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
North Bay.....	108	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Ottawa.....	469	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Palmerston.....	515	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Pt. Edward.....	241	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Pt. Arthur.....	230	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Pt. Port Arthur.....	505	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Sault Ste. Marie.....	67	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Smith Falls.....	381	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Stratford.....	188	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
St. Thomas.....	182	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
St. Thomas.....	158	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
St. Thomas.....	561	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Schreiber.....	562	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Toronto.....	70	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
East Toronto.....	520	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Toronto Junct.....	290	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Windsor.....	390	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Pt. QUEBEC.		Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Hadlow.....	558	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Montreal.....	89	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Quebec.....	386	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Richmond.....	142	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
River du Loup.....	304	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Shawingan Jun. 91.....	125	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Farnham.....	125	Illinois.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
California.....		Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Dansmuir.....	425	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Eern.....	125	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Los Angeles.....	660	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Los Angeles.....	660	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Los Angeles.....	662	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Needles.....	483	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Rocklin.....	318	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Sacramento.....	10	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
San Bernardino.....	351	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
San Francisco.....	186	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
San Luis Obispo.....	664	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Fresno.....	553	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
West Oakland.....	283	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Colorado.....		Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Basalt.....	515	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Colorado City.....	385	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Denver.....	185	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Denver.....	185	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Canon City.....	546	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Grand Junct.....	458	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
La Junta.....	506	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Leadville.....	258	Indiana.....		St. Paul.....	495	Meridian.....	134	St. Joseph.....	107	Camden.....	27
Minturn.....	561	Indiana.....		St. Paul.....	495	Meridian.....	1				

B. OF L. E. DIRECTORY.

GRAND OFFICERS. 307 Society for Savings.

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F. H. TUCKER, Grand Guide, Brooklyn, N. Y.
G. W. DORIT, Grand Chaplain, Charlestown, Mass.

SUBORDINATE DIVISIONS.

A single letter is used to indicate office: C, for C. E.; F, F. A. E.; I, Ins.

- 1-DETROIT, MICH., meet 1 & 3 Sunday, 7 p.m., Elks' Temple, Monroe av.
Clarence D. Brown, 845 Champlain st.
A. B. Wallinger, 481 Dragon av.
F. James S. Martin, 327 23d st.
2-JACKSON, MICH., meet alternate Sundays, 2:30 p.m., B. of L. E. Hall, John Webb Bldg., Mechanic st.
Wm. Payne, 139 Maple av.
C. Duncan Mack, 1106 Francis st.
F. Wm. Apte, 805 E. East av.
3-COLLINGSWOOD, O., meet alternate Tuesdays, K. of P. Hall, Gunn Bldg., Collamer st.
J. H. DuRoss.
C. R. Bosworth.
4-CORN CITY, TOLEDO, O., meet 1 & 3 Sunday at 2 p. m., Crowe's Bldg., Broadway and Segur.
W. T. Colter, 123 Gibbons st.
J. H. Mack, 715 Miami, E. Toledo, F & I
5-ORANGE GROVE, LOS ANGELES, CAL., meet the first 4 Tuesdays of each month. B. L. E. Hall.
C. M. Patten, 1814 So. Grand av.
C. J. J. Norton, 1015 Hawley st.
6-MONTANA, BOONE, IA., meet 2d & 4th Monday, 2 p.m., B.L.E. Hall, 8th st.
B. B. Valentine, 416 Boone st.
C. E. Sargent, 1211 8th st.
H. S. Barron, 1113 Carroll st.
7-LAFAYETTE, IND., meet every Sunday, 2:30 p.m., B. L. E. Hall, Fourth and Ferry.
Chas. F. Bane, 813 N 6th st.
C. Jno. W. Gorman, 2002 N 15th st. F & I
8-MEXICO, SLATER, MO., meet every Tuesday, 1:30 p.m., Masonic Hall.
J. P. Griffin.
L. D. Montgomery.
J. P. Tighe, Box 414.
9-WASECA, MINN., meet 2d Sun, 2:30 p.m., & 4th Sun, 7:30 p.m., K. of P. Hall.
Geo. Clement, 735 W. Waconia, Minn.
C. James De Bar, Box 51.
C. F. Densel, Box 43, Tracy, Minn.
10-CHICAGO, ILL., meet 2d & 4th Sunday, 10:30 a. m., 942 Cottage Grove av., Burnside Crossing.
O. Trieglafl, 947 Langley av.
C. L. D. Murphy, 2924 Cottage Grove av.
E. A. Wright, 1707 89th Place, Dauphin Park.
11-INDIANAPOLIS, IND., meet 1st & 3d Sunday, 2 p. m., Wallace Block, Mass. av. and New York st.
J. W. Spencer, 1233 W. Belmont.
C. M. Blythe, 519 N. Pine.
F. W. Revel, 39 So. Arsenal st.
12-FORT WAYNE, IND., meet every 1st & 3d Sunday, 2 p. m., B. L. E. Hall, 1020 Calhoun.
M. G. Flagle, 212 3d st.
C. M. Teagarden, 466 W. Superior. F & I
13-NORTH LA CROSSE, WIS., meet every other Tuesday, 2 p. m., Amrsud Hall, 1233 Calhoun st.
H. H. Colton, 728 Avon st.
C. G. B. Smith, 1543 Avon st.
F. Henry Nein, 911 Rose st.
14-UTICA, N. Y., meet 1st & 3d Sunday 2 p.m., Royal Arcanum Temple, Devereaux st.
James Jacobs, 189 Elizabeth st.

- 15-RIFFALO, N. Y., meet every Monday evening, Bick's Hall, Clinton and Hickory sts.
Geo. Howell, 336 N Division st.
C Theo. Williamson, 9 St Johns Place.
16-GALION, O., meet 1st Monday & 3d Tuesday, 7:30 p.m., I. O. O. F. Hall, E. Main st.
E. E. Hannanagh, 320 Payne av.
C. J. J. Dace, 411 S Union st.
17-STANBERRY, MO., meet 2d and 4th Tuesday, K. of P. Hall, 1st st.
S. J. Freeman, Box 484.
C. W. D. Rogerson, Box 315.
F. J. C. Millroy, Box 485.
18-ROCHESTER, N. Y., meet every Saturday evening, in Wehle Hall, Webster and Grand av.
John K. Harris, 1232 E. Main st.
C. H. P. Warner, 205 Merriman st.
F. W. B. Nicol, No. 5 Girton Place.
19-BLOOMINGTON, ILL., meet every Sunday, 2:30 p.m., 910 W Chestnut.
M. H. Butler, 816 N W st.
C. Jas. McElroy, 605 W Chestnut st.
F. W. H. Peer, 204 E Graham st.
20-LOGAN, LOGANSPORT, IND., meet 1st & 3d Sunday, 2 p.m., Ben Hur Hall, W. E. L. & Broadway.
James L. Fowlen, 1824 George st.
C. Chas. O. Bower, 2920 George st.
F. B. V. Pitman, 1822 High st.
21-MEMPHIS, TENN., meets every Monday, 9:30 a. m., at 23 Peyton av.
Thos. Spalding, 568 Alabamast.
C. P. J. Spillane, 475 Mosby st.
22-CAMDEN, N. J., meet 1st & 3d Sunday, 1:30 p.m., Hall 4th & Market.
W. H. Way, 557 W. Washington st.
C. J. W. J. Robbins, 39 North 4th st.
T. H. Joiner, 822 Haddon av.
23-WM. RENSLOW, MEMPHIS, TENN., meet 1st & 2d Sunday, 2 p.m., 3rd & 4th Friday at 10 a. m., Dominico Hall, Pennsylvania and Iowa aves.
S. W. Tate, 1113 Preston av.
C. C. J. Barnett, 1117 Preston av.
F. Joseph O. Leary, 151 Elm av.
24-CENTRALIA, ILL., meet every Sunday, 2 p. m., Hofheinz Block W. Broadway.
Edward Bales, 206 N Hickory st.
C. R. D. Beaver.
F. Hugh Bailey, 284 S Elm st.
25-TERRIE HAUTE, IND., meet 2d Sunday at 2 p. m., & 4th Sunday at 9:30 a. m., 705 E. Block 7th and Ohio.
J. H. Redmond, 1454 Locust st.
C. G. E. Vignessney, 940 N 9th st.
26-RICHMOND, VA., meet 1st & 3d Monday, 9 a. m., Lee Camp Hall, 514 E Broad st.
D. W. W. McLeod, 2905 E. Broad st.
C. W. M. Oge, 112 N. 29th st.
F. C. L. Johnson, 1017 Buchanan st.
27-RACINE, FREEPORT, ILL., meet 1st & 3d Sunday, 2 p.m., K. of P. Hall, Stanton st.
L. McGovern, 2 Carroll.
R. M. Griffith, 541 Stephenson st.
28-TUCSON, ARIZONA TER., meet Tuesdays, 10 a. m., Masonic Hall, over P. O.
C. J. Clancy, 262 Broadway.
M. H. Adams, cor. 15th st & So 6th av.
F. H. F. Michaels, 637 So. 4th av.
29-GRAND CANON, PUEBLO, COLO., meet Mondays, 2:30 p.m., B. L. E. Hall.
Wm. Hollis, 840 E. Evans st.
F. Wm. Reilly, 617 E. Evans av.
F. Wm. Hollis, 307 Polk st.
30-PHILLIPSBURG, N. J., meet 1st & 3d Sunday, 1 p.m., over Phillipsburgh National Bank.
Lorenzo Lewis, 286 Mercer st.
C. Bernard Flynn, 119 Sitgraves st.
F. G. M. Conch, 127 Washington st.
31-CLEVELAND, O., meet 1st Sunday, 2 p.m., 7:30 Thurs., 7:30 p.m., Webb C. H. H. H. cor. Seneca and Superior sts.
T. Duflin, 39 Danford st.
C. W. H. Beckins, 185 Harkness av.
F. A. R. Singletary, 16 Jennings.
32-ARORA, ILL., meet 1st & 3d Sunday, over 19 So. Broadway.
C. W. S. Ellwood, 24 Beach st.
C. W. H. D. Pierce, 470 New York st.
C. K. Robinson, 108 N 4th.
33-BATTLE CREEK, MICH., meet 2d & 4th Thurs., 10 a. m., in K. O. T. M. Hall, over 18 E. Main st.
M. D. Anderson, 22 Welles st.
R. E. Allan, 52 South av.
R. H. Griffin, 592 Marshall st.
34-LITTLE MIAMI, COLUMBUS, O., meet 1st & 3d Sun. afternoon, Miller Bldg.
Thos. Humphrey, 167 W. Goodale st.

- 35-J. C. SIBLEY, ROCHESTER, N. Y., meet 2d & 4th Tues. eve., Hall 444 West av.
E. E. Westfall, Lincoln Park, N. Y.
C. O. P. Brown, cor. Post & Chili av.
F. Hugh Cooper, 109 Cambell st.
36-NEWARK, O., meet every Sunday, 1 p.m., B. L. E. Hall, Shamp's Bldg, E. Main st.
Geo. W. Snooks, 345 E. Main st.
C. Chas. Baguley, 39 Cedar st.
37-MATTOON, ILL., meet every Sunday 2 p.m., K. of P. Hall, 1636 Broadway.
O. F. Hamilton.
W. S. White, 1412 Richmond st.
A. M. Garner, 904 E. Broadway.
38-STAUNTON, CLIFTON FORGE, VA., meet 1st & 3d Monday 2 p.m., Masonic Hall.
W. A. Dudley, Box 501.
C. H. M. Newcomb, Box 124.
A. N. McMullan.
39-SEYMOUR, IND., meet 2d & 4th Monday, 7:30 p.m., Husted's Hall, 2d and Ewing.
O. R. Emery, 112 Tipton st.
C. O. D. Seelinger, 220 N. Poplar st.
F. W. H. Cunningham, Box 95.
40-FORTLAND, ME., meet 2d & 4th Sunday, 1 p.m., 3d Saturday, 8 p.m. at 80 Exchange st.
C. H. Dodge, 100 Ocean st.
C. Geo. W. Babb, 571 Congress st.
41-ELMIRA, N. Y., meet 1st & 3d Sunday, 3 p.m., I. O. O. F. Hall, Wer st.
Chas. C. Mansell, 513 Jefferson st.
C. H. E. Jones, 405 Davis st.
42-CARONDELLET, ST. LOUIS, MO., meet 2d & 4th Tuesdays, 3 p.m., 18th and Shenandoah sts.
R. J. Johnson, 7104 Minnesota av.
C. S. E. Shelley, 7110 Michigan ave.
F. W. P. Allen, 613 Dover Place.
43-HON. CHAS. MILLER, MEADVILLE, PA., meet every Monday, 2 p. m., in Odd Fellows Hall, Center st.
W. E. Nichols, N. Park Ave.
J. F. Bruner, 359 Pine st.
44-WYOMING, RAWLINS, WYO., meet 1st & 3d Thursdays in K. of P. Hall
J. B. Robinson, L. Box 188.
Thos. O'Donnell, L. Box 104.
J. F. Hittle, Box 146.
45-WEST PHILADELPHIA, PA., meet 2d & 4th Sunday, 1:30 p.m., Schnider's Hall, 4115 Lancaster av.
J. F. Fagan, 8829 Fremont av.
C. Joseph Kelley, 624 N. 35th st.
H. P. Kelley, 626 N 35th st.
46-ALBANY, N. Y., meet every Wednesday, 8 p.m., 18-20 S Pearl st.
James Peck, 538 Central av.
J. W. Blewer, 1 Hunter av.
E. A. Montague, 22 Judson st.
47-HORNELLSVILLE, N. Y., meet Mondays, 1:30 p.m., over 137 Main st.
C. H. W. Plummer, 18-1-2 Elm st.
C. W. R. Martin, 13 Collier st.
F. John Knight, 162 Canisteo st.
48-ST. LOUIS, MO., meet 1st & 3d Tuesday, 2:17 Chouteau.
G. T. Rogers, 1829 La Salle st.
J. L. Pate, 3725 St. Vincent av.
J. J. Smith, 2712 Eads av.
49-ST. CLAIR, E. ST. LOUIS, ILL., meet 2d & 4th Thurs. 7:30 p.m., I. O. F. Hall.
Thos. P. Burnes, 71 Ohio av.
Wm. V. Boyne, 525 A. N. 7th st.
M. M. Stephens, 316 Missouri av.
50-CONNELLSVILLE, PA., meet 1st Saturday, 7:30 p.m., 3d Sun. 2 p.m., I. O. O. F. Hall Pittsburg and Main.
Q. L. Pore, 360 N Arch st.
J. H. Bittner, 419 Highland st.
F. A. Loebinger, 131 W. Peach st.
51-PHILADELPHIA, PA., meet 1st & 3d Sunday 1:30 p.m., 8 p.m., over Federal Hall, Federal st.
H. H. Kyle, 2039 Carpenter st.
H. B. Warnick, 1906 Wolf st.
Jos. E. Horne, 1302 So. 18th st., Philadelphia, Pa.
52-MONUMENTAL, BALTIMORE, MD., meet 1st and 3d Sunday 1:30 p. m., Jackson's Hall, Beddie st. & Greenmount av.
J. K. Hitchcock, 1008 Clifton pl.
C. John B. Connolly 2388 Barclay st.
F. Geo. W. Fry, 340 Girard av.
53-JERSEY CITY, N. J., meet 2d & 4th Sunday 2 p. m., Fischer's Hall, Newark av. & East st.
Adolph Schlegel, 808 Magnolia av.
C. J. H. Warren, 127 Elm st., Newark.

111—ECLIPSE, BLUE ISLAND, ILL., meet 2d & 4th Mon. 3 p.m., Masonic Hall. F. E. Poole, 283 Western av. F. Hayes, 89 Union st.

112—DEERFIELD VALLEY, GREENFIELD, MASS., meet 2d & 4th Sunday, 3 p.m., Knights of M. Hall. W. S. Hutchins, 21 Conway st. Edwin Warren, L. 26 Ridwell st.

113—DES MOINES, IA., meet 1st & 3d Sun, 2:30 p.m., I.O.O.F. Hall Loc's st. Geo. E. Finnington, 1020 19th st. John O'Brien, 697 24th st. W. W. Hill, 126 6th st.

114—WATERLOO, IA., meet 2d & 4th Sundays, 2 p.m., B. of L. E. Hall, 1009 E 4th st. Wm. O. Biddolph, 122 Argyle st. Frank O. Wright, 419 Oak ave. H. E. Camp, 815 High st.

115—CREVIER, WYO., meet 2d & 4th Tuesday, 2 p.m., A.O.U.W. Hall. J. E. Carrall. A. A. Rockwell, 622 W 21st st. G. A. S. Arliss, City Water Works.

116—LAKE SUPERIOR, ESCANABA, MICH., meet 1st & 3d Sunday at 2 p.m., B. L. E. Hall. Henry Valentine, 610 So. Charlott st. M. A. Haring, 616 S Sarah st. Theo. Farrell, 41 Wells av.

117—SANBORN, HANSON CITY, IA., meet 2d & 4th Sunday, 2:30 p.m., Wm. O. Biddolph, 122 W 9th st. John O'Leary, 818 Rowland st. Peter Motterhead, 917 Cottage av.

118—BROCKVILLE, ONT., meet 1st Monday, 3d Saturday, 2:30 p.m., Merrill's Block, King st. John Ryan. W. Wardrop, Box 666. J. W. Barnhart, Box 61.

119—DUBUQUE, IA., meet 1st & 3d Sunday 2 p.m., Union Hall, 1966 Coulter av. A. Woodard, 1700 Jackson st. Fred. Cawrey, 728 Garfield av. J. C. Baynes, 1511 Bluff st.

120—LIMA, O., meet 1st & 3d Sun. & 2d & 4th Friday, 2 p.m., Red Men's Hall, cor Main and Spring sts. I. Donaldson, c. Elm. E. Elizabeth sts. E. B. Hickok, 652 S West st.

121—BRIGHTWOOD AT INDIANAPOLIS, IND., meets in Clark's Hall, cor. 25 & Station st., 2d Sunday 7 p.m., & 4th Sunday 2 p.m., 2d & 3d Sun. J. B. Caskey, 24th Station st. M. Dean, 2522 Brightwood av.

122—GRATIOT, PORT HURON, MICH., meet 2d & 4th Sunday 1 p.m., Marine Engineers' Hall, Water st. J. Cochrane, 602 Erie st. F. F. Minard, 1126 Howard st.

123—IRON MOUNTAIN, DE SOTO, MO., meet 2d & 4th Tuesday 1:30 p.m., K. of P. Hall, 2d and Boyd sts. Wm. F. Howell, 2d and Boyd sts. W. J. Bedy, Box 113. W. A. Atkins, Box 283.

124—BUTYRUS, O., meet 1st Monday and 3d Sunday, at 2:30 p.m. E. F. Lamb, 45 Galion st. Wm. Lamb, 618 S. Walnut st. J. McAleese, 416 Potter st, E. Toledo.

125—CLINTON, IA., meet 2d & 4th Mon 3 p.m., Eng'n's Hall, 10th av. & 4th. James W. Oliver, 645 10th av. John H. Bly, 416 11th av. L. Sisco, 443 10th av.

126—TEHACHAPI, KERN, CAL., meet every Monday 1 p.m., A.O.U.W. Hall. David M. Poole, Box 33. F. P. Shepardon, Box 36. F. W. M. Cole, Box 62 Kern, Cal.

127—OKAW, FLORA, ILL., meet 1st & 3d Monday, 2 p.m., Odd Fellows' Hall. Wm. Wolf, Box 341. W. J. Miller, Box 110. Jerry Pope, Box 354.

128—RICHFORD, FARMING, P. Q., meet 1st Sunday and 3d Monday 1:30 p.m., Masonic Hall. J. M. Starke, Box 202. H. K. Impey. Joseph Weir, Box 183.

129—ROCK CITY, NASHVILLE, TENN., meet Tuesdays 9 a.m., I.O.O.F. Hall. Frank Winford, 142 Hardee st.

130—KAW VALLEY, EMPORIA, KAN., meet 1st Monday, 3d Friday & 4th Sunday, 1 p.m., G. A. R. Hall, 621 Commercial st. W. S. Dix, 331 Constitution st. James Farley, 828 Neosho st. Dan R. Jones, 907 Rural st.

131—FRASER, SANBORN, IA., meet alternate Sundays 3 p.m., I.O.F. Hall. J. N. Hanson. J. F. Hughes, Box 406.

132—ST. THOMAS, ONT., meet every Monday, 2:30 p.m., Odd Fellows' Hall, Meeha Block. Michael J. McAndrews, Box 698. E. H. Cowles, Box 133. T. Duffey.

133—HARLTON, ONT., meet 2 & 4 Sun. 2:30 p.m., A.O.F. Hall, James st. N. James Oliver, 198 Locke st. W. F. Baines, 288 Bay st, N Hamilton. J. W. James McCulloch, 46 Tom st.

134—ALBUQUERQUE, WINSLOW, ARIZ., meet every Tuesday, B.L.E. Hall. O. Young, Box 63. Chas. McCauley, Box 63. Chas. J. Baker, Box 19.

135—HUDSON, JERSEY CITY, N. J., meet alternate Wednesdays, 10 a.m., over Fifth Ward Savings Bank, cor. Pavonia av. and Erie st. B. L. Scribner, 42 Prospect, Nyack, N. Y. G. H. Conklin, Box 71, Suffern, N. Y.

136—SALT LAKE, EVANSTON, WY., meet every Tuesday, 7 p.m., I.O.O.F. Hall. Geo. A. Baker. W. Murray, Box 126. Ed. Knoder.

137—STARRUCA, SUSQUEHANNA, PA., meet alternate Thursdays, 7:30 p.m., K. of P. Hall. Wm. McCannon, Box 170. Sheldon Pierce, Box 192.

138—SNOWDRIFT, CAMPBELLTON, N. B., meet 1st Monday & 3d Saturday in every month 1:30 p.m., Engineers' Hall over Sharp's Rest 'rnt. John Morton. John Gilker, Box 377. Everest Henderson.

139—LOVE STAR, HOUSTON, TEX., meet every Monday 1:30 p.m., W. Woodman's Hall, cor. Washington, Silver sts. C. H. Jordan, 1911 Edwards st. McCalliff, 1817 Center st. W. J. Wilson, 1615 Washington st.

140—GULF CITY, MOBILE, ALA., meet 2d & 4th Sunday, 9:30 a.m., Temperance Hall. J. H. Trachy, cor. Cedar & Charleston st. A. T. Kelly, 453 Charleston st. Edward Barham, 360 St. Emanuel st.

141—SMOKY HILL, ELLIS, KAN., meet Wednesday, 7:30 p.m., I.O.O.F. Hall. Geo. Fritz. Thos. McMahon, L. Box 65. Thos. Chapman, Box 148.

142—ST. FRANCIS, RICHMOND, P.Q., meet 2d & 4th Sunday, I.O.F. Hall. R. A. Leonard. Geo. A. Pearson, Box 96.

143—TERANA, ILL., meet 1st & 3d Sunday, 10 a.m., K. of P. Hall. J. E. McLaughlin, 407 W Main st. Orlando Landis, 404 W Green st.

144—BRAINERD, STAPLES, MINN., meet 1st & 3d Monday, 2 p.m., Sovereign's Hall, 4th st. between 1st and 2d av. T. F. Willis, Box 98. Robert Murray, Box 23. R. Arundel.

145—ANDERBILT, NEW YORK CITY, meet 1st & 4th Sun, 10 a.m., Loedler's Hall, cor. 14th st. and Willis av. Thos. Brissett, 397 Willis av. N.Y.C. E. J. Rauch, 248 W 124th st. J. T. Wheeler, 500 162d st.

146—OSKALOOSA, IA., meet 1st Monday 7:30 p.m., B.L.E. Hall. C. E. Mason, 418 N. E. C. H. C. Bogrie, 311 N Market st.

147—SPOKANE, SPOKANE, WASH., meet 1st & 3d Sunday, Oliver Hall. J. A. Miller, E. 420 Blaine ave. C. F. Hobart, E. 311 Sinto ave. J. Jas. E. Campbell, E. 820 Augusta av.

148—IRON CITY, M'KEES ROCKS, PA., meet 1st & 3d Sunday, 1 p.m., Central time, Fraternal Hall. Charters av. H. H. Rodgers. C. L. Shriver, 522 River av. Espion, Pittsburg, Pa.

149—GRANITE ROCK, TRIO, SOVA SCOTIA, meet 1st Sat. 3d Thurs. each month, Orange Hall, Inglis st. J. B. Chapman, Box 174. Geo. H. Feetham, Box 223.

150—ST. PAUL, MINN., meet 1st & 3d Sunday, 2 p.m., Central Block, Hall No. 1, cor. 7th & 6th sts. A. Smith, 777 Jackson st. John F. Maher, 177 Penn av.

151—BURLINGTON, IA., meet 2d & 4th Sunday in Elk's Hall. J. M. Simpson, 1428 North 7th st. F. A. Richards, 1720 S Main st. F. L. Williams, 901 So 6th st.

152—OSWEGO CITY, N. Y., meet 1st & 3d Sunday, 2 p.m., B.L.E. Hall, N.Y. O. & W. Depot. L. J. Boynton, 93 W 7th st. M. J. Cronan, 35 W 9th st. Victor Bellisio, 80 E 6th st.

153—GARRETT, IND., meet every Sunday, 9:30 a.m. F. M. Kircher. W. H. Gillis, Box 56.

154—JEFFERSON, HOWELL, IND., meet 1 & 3d Mon'y, 7:30 p.m., Thompson's Hall. Henry A. Laswell, 200 Arlington st. C. Sutter, 23 Delmar av. I. T. Carr, 207 Cumberland av.

155—DECATUR, ILL., meet every Wednesday at 7:30 p.m., in B. of L. E. Hall, Masonic Temple, North Water st. D. R. Talbot, 300 E. North st. S. G. Brecken, 731 N. Church st. J. W. Knowlton, 1172 E. Marietta st.

156—BIRMINGHAM, ALA., meet every Sunday, 1:30 p.m., E. of L. E. Hall, 1915 E. 1st ave., Potter Bldg. H. L. Carlisle, 2200 4 av. Chas. Stillman, 1609 7th av.

157—CENTRAL, JERSEY CITY, N. J., meet 1st Sun, 10 a.m., 3d Sat. 8 p.m., Masonic Hall, cor Pacific av. & Maple st. W. A. Alpaugh, 287 Pacific av. E. F. Jones, 17 Monitor st. John T. Fox Jr., 1 Boltwood st.

158—SPARKS, NEVADA, meet 1st & 3d Monday. E. Shepley, Sparks, Nev. J. A. Ross, Sparks, Nev. Geo. W. Davis.

159—CEDAR RAPIDS, IA., meet 1st & 3d Sun, 2:30 p.m., Room 13 P.P. Bldg. R. B. Trenor, 412 F. av. W. Frank A. Davis, 1314 A av. D. H. DeGarr, 415 3d av. W.

160—CAPITOL, WASHINGTON, D. C., meet 1st & 3d Sunday, 2:30 p.m., Weller's Hall, cor. 8th & 1st S. E. John W. Rullman, 308 L. st. S. E. Wm. C. Jasper, 620 Pa. av., N. W. Fred Rullman, 825 E Preston st., Baltimore, Md.

161—SAN FRANCISCO, CAL., meet every Thursday 8 p.m., Champion Hall, 16th and Valencia sts. John E. McCrea, 1306 Howard st. E. A. Taylor, 864 19th st. F. M. Armstrong, 2109 1/2 Howard st.

162—MONCTON, NEW BRUNSWICK, meet 1st Sat. 1930, 3d Mon. 13:30 I.O.F. Hall. Frank H. Probert, Weldon st. Fred H. Moore, Box 17. W. S. Carson.

163—PASSUMPIC, NEWPORT, VT., meet 2d Monday 7 p.m., & 4th Sunday, 2 p.m., B. L. E. Hall, Lanes Block, Main st. B. T. Webb, Box 497. J. C. Oakley, Box 275. W. W. Bingley.

164—MASSASOIT, ATRICHSON, KAN., meet 1st & 3d Monday 2:30 p.m., Mason's Hall, cor. 6th and Commercial sts. Fred Shippey, 111 Santa Fe st. S. S. Hamrick, 1618 Commercial st. John Kennington, Box 28, Greenleaf, Kans.

165—ORCOLE, LOUISVILLE, KY., meet 2 & 4 Thursday, at 7:30 p.m., Shafter's Hall, 27th st. bet. Portland av. & Montgomery st. Amos Phillips, 2919 Portland av. H. J. Carroll, 12 39th st. M. C. Daniel, 2302 Portland av.

166—S.H. DOTTEREL, CARBONDALE, PA., meet 1st & 3d Sunday, 3 p.m., I.O.F. Hall, 73 Church st. A. Copeland, 8 Copeland av. A. M. Banks, 128 S. Terrace. A. W. Bayley, 73 N. Main st.

167—DEVEREUX, CLEVELAND, O., meet 2nd Monday 7:30 p.m., & 4th Sunday 8 a.m., Hanna Block, near cor. Woodland & Willson av. B. C. Whelan, 216 Sawtell av. Fred Fretter, 69 Hoadley st. C. A. Clery, 25 Wellesley Place.

- 168—CAPITOL, OTTAWA, ONT., meet 1st & 3d Sundays in Booth's Hall, cor. Somerset & Arthur sts.
H. Fryers, 215 Patterson av. O
H. R. Rowe, 160 Rochester st. F
N. Gadsbilo, 60 Wellington st. I
- 169—STRACTSE, N. Y., meet every Tuesday, 8 p.m., B.L.E.Hall, Ranton Bldg. Oswego and Seymour sts.
S. T. Vrooman, 610 S. Geddes st. O
J. Fogarty, 41 Grand st. F
W. M. Fraser, 115 Davis st. I
- 170—WELLSVILLE, O., meet 2d & 4th Sunday, 2 p.m., 4th Thursday, 7:30 p.m., B.L.E.Hall.
Thomas Ryan, O
I. Cable, F
C. S. Allison, 147 Center st. I
- 171—HOBOKEN, N. J., meet 1st Sun 4:30 Wed. 11 a.m., Fish'r Hall 127 Hudson Irvin Drury, 290 Pack av. O
C. A. Stevenson, 1114 Washington st. F
Joa. Nixon, 1 Hillary av., Morristown, N. J. I
- 172—DORPAIN, SCHENECTADY, N. Y., meet 1st & 3d Sun, 3 p.m., I.O.O.F.Hall Chris. Whamser, 166 Van Vranken av. O
Henry A. Miller, 706 Union st. F
F. Danning, 157 Barrett st. I
- 173—RIO CREEK, OLE CITY, PA., meet 1st & 3d Sundays, 2:30 p.m., Hanson's Block, Center st.
Chas. S. Wheeler, 47 Grove av. O
Jas. Fox, 309 Bissell av. F
M. S. Tobin, 312 Home av. I
- 174—HOPE, LINDSAY, ONT., meet alternate Sun. 8 p.m., Kent's Cambria' Bobt. Young, Box 206. O
T. Wilkinson, Box 206. F
J. McMahon, Box 215. I
- 175—OLETANGY, COLUMBUS, O., meet 1st & 3d Sunday, 2:30 p.m., Lyndon Bldg. cor. High st. and 5th av.
Frank Bowen, 127 Goodale st., Columbus, O. O
O. T. Cummins, 248 Poplar av. F
W. Quinlan, 268 Lake, Delaware, O. I
- 176—BARABOO, WIS., meet 1st & 3d Monday 7:30 p.m., B.L.E.Hall.
Euse Sherman, 110 1st av. O
Thos. Williams, 215 First av. F
J. K. Hawes, 128 Oak st. I
- 177—DENISON, TEX., meet every Tuesday 8:30 p.m., O. O. F. Hall.
O. O. Hotchkiss, 816 Munson st. O
C. J. W. Corr, 129 E. Texas st. F
L. Metcalf, 1028 W. Morgan st. I
- 178—JEFFERSON CITY, MO., meet 2d & 4th Monday in K. of P. Hall, cor. Madison & High sts., Jefferson City, Mo.
O. W. Goodwin, 1215 E. 6th st., Sedalia, Mo. O
Wm. Douglas, 521 S. Jefferson st. F
Chas. Boyce, 131 E. 10th st., Sedalia, Mo. I
- 179—PARSONS, KAN., meet 1 & 3 Weds. 7:30 p.m., & 2 & 4 Sunday, 2:30 p.m. B. of L. E. Hall, 1945 Johnson av.
M. F. Dolan, 2330 Clark av. O
Curtis Parsons, 2501 Crawford. F
J. B. Hotchkiss, 1223 Clark av. I
- 180—MINNEHAWA, MINNEAPOLIS, MINN., meet 1st & 3d Sunday, 7:30 Nicollet st.
C. E. Barton, 134 Mary Place. O
F. Rodgers, 1121 Western av. G
William Gemo, Station No. 11. I
- 181—EDMON, LA., meet 1st & 3d Sunday at 2 p.m., I.O.O.F. Hall.
C. B. Fehr, O
B. W. Sheffer, F
E. H. Fenney, Box 8. I
- 182—HENRY CLAY CALDWELL, LITTLE ROCK, ARK., meet every Thursday 3 p.m., B.L.E.Hall, Chester and West Markham sts.
Geo. A. Eggleston, 1523 W. 3rd st. O
J. E. Mills, 924 North st. F
Byron Schmeltinger, 1420 W. 5th st. I
- 183—OHAMA, NEB., meet every Monday eve, A.O.U.W. Hall, 10-12 N. 14th st.
John Glynn, 2438 S. 20th st. O
C. B. Hodgson, 1424 Pierce st. F
F. O. Livingston, 1616 Howard st. I
- 184—STUART, IA., meet 1st & 3d Sun, 3 p.m., in Engineer's Hall, Nauau st.
James M. Johnson, Box 474. O
Geo. A. Laird, Box 572. F
Thomas Holmes, L. Box 21. I
- 185—GEO. J. NICHOLS, FOND DU LAC, WIS., meet 1st Sunday at 7 p.m., & 3d Sunday, 2 p.m., 403 Main st.
H. E. Carkins, 534 Wisconsin ave. N. C. P. A. Spicer, 118 Michigan av., North Fond du Lac, Wis. F
E. A. Swamer, 119 Michigan av., North Fond du Lac. I
- 186—DENVER, COLO., meet every Friday, 7:30 p.m., Masonic Temple.
John F. Ensign, 2317 Marion st. O
A. H. Scott, 3246 Curtis st. F
J. Hockenberger, 1541 Lafayette st. I
- 187—FT. WORTH, TEX., meet Fridays, 7 p.m., H.L.F. Hall, S. Rusk st.
G. W. Phillips, 531 Louisiana ave. O
H. J. Hines, 101 Bascom st. F
D. Hartman, North Henderson st. I
- 188—AVON, STRATFORD, ONT., meet 1st & 3d Sunday, 2 p.m.
William O'Brien, Box 337. O
John Battley, Box 337. F
James I. Moore, Box 339. I
- 189—BELLVILLE, ONT., meet 1st & 3d Sunday, 2:30 p.m.
E. Taylor, Station P. O. Box 35. O
W. J. Lorue, Sta. P. O. F & I
- 190—HUNTINGTON, W. VA., meet 1st & 4th Monday, & 2d Friday, 1 p.m., in Abbott Hall, 910 1/2 4th av & 9th st.
W. A. Fretzel, 1025 9th av. O
A. F. Southworth, 1010 9th av. F & I
- 191—WACHSETT, FITCHBURG, MASS., meet 2d & 4th Sun, 12 m., G.A.R.Hall. O. C. Woodworth, 136 Blossom st. O
E. J. Mulaney, 120 Myrtle ave. F
J. W. Abbott, 104 Highland av. I
- 192—RIO GRANDE, EL PASO, TEX., meet 1st & 3d Sat. 2 p.m., I.O.O.F. Hall.
F. D. Hadlock, O
J. Fitzpatrick, Box 240. F
G. R. Loss, Box 240. I
- 193—CRESCENT, W'DONOGHVILLE, LA., meet 1st & 3d Monday at 7:30 p.m., 2d & 4th Monday at 9:30 a.m., Gould Fire Co. Hall.
David Watkins, O
Edward Fields, F
W. J. Van Hees, I
- 194—REVIVAL, PALESTINE, TEX., meet every Friday, 10 a.m., Labor Hall.
Samuel Manley, O
H. M. Jones, 514 Oak st. F
L. T. Branham, Box 511. I
- 195—YELLOWSTONE, FORSYTH, MO., meet every Wednesday, 2 p.m.
B. F. Brown, Box 33. O
William Jones, Box 33. F
E. E. Denis, Box 33. I
- 196—MAGNOLIA, N'CORNE, MISS., meet every Monday, 2 p.m., Engine'r Hall.
I. O. O'Brien, O
J. D. Harrell, Box 245. F & I
- 197—SUNSET, SAN ANTONIO, TEX., meet every Wednesday, 9:30 a.m., Murray Hall, cor. 10th & usa st.
J. C. Harris, 526 Hays st. O
W. F. Griffin, 814 Av D. F
F. Gorham, 424 Burleson st. I
- 198—LOOKOUT, CHATTANOOGA, TENN., meets 1st & 3d Sunday, 2:30 p.m., 2d & 4th Sunday, 7 p.m., I.O.O.F. Hall, Market & Montgomery.
John Smith, Box 946. O
Jake Smith, 112 Read st. F & I
- 199—MARSHALL PASS, SALIDA, COLO., meet Mon. 2:30 p.m., K. of P. Hall.
George Fitzsimmons, O
A. F. Ducey, F
Thos. Ryan, Box 564. I
- 200—SAVANNA, ILL., meet 2d & 4th Monday, 2 p.m., B.L.E.Hall.
C. Green, O
H. H. Truceall, F
C. H. Webber, I
- 201—TYLER, TEX., meet every Wednesday, 4 p.m., Women's Hall.
J. J. Bartholomew, 216 E. Berta st. O
James Henderson, 320 E. Com st. F
W. H. McCorkle, 1001 N. & B. st. I
- 202—FARGO, N. DAK., meet 1st & 3d Sunday, 2:30 p.m., I. O. F. Hall, Roberts st. and 2d av.
S. P. Olson, 1012 4th av. N. O
G. W. Reed, 1321 1st av. S. F & I
- 203—PERRYIA, meet 1st & 3d Mon. 7:30 p.m. Henry K. Nichols, O
Otto Christensen, F
B. H. Moore, Box 354. I
- 204—PEARSON, RIVER DU LOUP, P. Q., meet 1st & 3d Sunday, 12:30 & 2d & 4th Friday, 12:30, English school house.
Eugene Quellet, O
Joseph Scott, F & I
- 205—HARTFORD, CONN., meet 1st & 3d Sundays, 2 p.m., 725 Main st.
O. Charles Barnes, E. Hartford. O
E. E. Bill, 107 Vine st. F
J. F. Buckley, 12 Liberty st. I
- 206—TRIPLE, TEX., meet every Wednesday, 2:30 p.m., I. O. O. F. Hall.
C. D. Johnson, 117 N. 1st st. O
M. E. Hamilton, L. Box 332. F & I
- 207—ATLANTA, GA., meet every Sunday, 2:30 p.m., Bed. Men's Hall, Marietta and Alexander sts.
O. A. Barrett, 383 Pulliam st. O
C. E. Adams, Box 225. F
J. H. Welch, 411 Luckie st. I
- 208—PUT-IN-BAY, SPRINGFIELD, OHIO, meet 2d & 4th Sunday, 2 p.m., U. V. U. Hall, 8 E. cor. Main & Fountain av.
F. J. Mills, 266 East st. O
Silver I. Trempe, 236 Linden av. F
Chas. Leitach, 158 Mount st. I
- 209—SIERRA BLANCA, CHAMA, N. MEX., meet Mondays, 7:30 p.m., K. P. Hall.
O. B. Dirstadt, O
D. M. Wright, F & I
- 210—SIMPSON, MACON, GA., meet every Sunday, 10:30 a.m., O. E. K. Hall, Poplar st.
D. M. Moore, 124 Plant st. O
J. L. Fickling, 713 2d st. F & I
- 211—JUNCTION CITY, EAGLE GROVE, IA., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Broadway.
Geo. A. Tallman, Box 794. O
E. J. Jones, F
Geo. E. Howell, Box 902. I
- 212—STARK PLAINS, BIGSPRING, TEX., meet 2d & 4th Sunday, 3 p.m., K. of P. Hall.
T. A. Gentry, Baird, Texas. O
Louis C. Soldan, F
L. T. Deats, I
- 213—HURON, S. DAK., meet 1st & 3d Sunday, 3 p.m., Masonic Hall, Dakota av.
C. H. Bonczel, 406 Idaho st. O
L. L. Narbling, 367 Idaho st. F
J. F. Doherty, 1178 8d st. I
- 214—QUEEN CITY, CHAUTAUQUE, meet 1st & 3d Sunday at 1:30 p.m., in Mercantile Hall.
D. G. Parker, 401 N. Santa Fe av. O
Frank Juleson, 602 S. Highland av. F
E. W. Parks, 1204 S. Evergreen st. I
- 215—PHENIX, BOWLING GREEN, KY., meet Mondays, 9:30 a.m., Covington Building, Main and Center sts.
P. J. Burke, 420 Clay st. O
R. B. Salmons, 1029 Adam st. F
W. H. Hummel, W. Main st. I
- 216—MONITOR, PINE BLUFF, ARK., meet every Tuesday, 7:30 p.m., K. P. Hall, 2d av. and Pine st.
J. C. Atkinson, 314 W. 4th av. O
D. L. Anderson, 624 Georgia st. F & I
- 217—CHAMPLAIN, WHITEHALL, N. Y., meet alternate Sundays at 2:30 p.m., K. O. T. M. Hall.
L. F. Morrill, O
J. E. Lee, Box 299. F
John Nichols, Box 336. I
- 218—FRIENDLY MAND, ASHLEY, IND., meet 2d & 4th Mon. 3 p.m., K. P. Hall.
R. L. Luxan, O
L. O. Hunt, F & I
- 219—GARFIELD, MARSHALL, TEX., meet alternate Thursdays, 4:30 p.m., K. of P. Hall.
C. B. Ketcham, 406 E. Houston av. O
O. P. Oberley, 408 N. Bolivar st. F & I
- 220—RODHOTSE, ILL., meet 1st & 3d Sunday, Odd Fellows Hall.
O. A. Hannaford, Box 347. O
O. M. Hannaford, Box 116. F
J. W. Casey, I
- 221—HUNTINGTON, IND., meet alternate Mon. 7:30 p.m., & Sunday, 2:30 p.m.
John Wonderly, 140 Guilford st. O
Wm. McClure, 503 Jefferson st. F & I
- 222—WANSHATT, SALT LAKE CITY, UTAH meet 1st & 3d Mon. 7:30 p.m., Aurbach Hall, bet 1st & 2d S on Main.
J. A. Yates, Box 1060. O
J. T. Beless, 172 W. 7th st. So. F & I
- 223—CENTRAL CITY, BELMA, ALA., meet every Tuesday evening, at 7:30 p.m., in E. R. Y. M. O. A.
J. J. Thomas, 25 Florence st. O
J. W. Green, Lamar st. F & I
- 224—AMERICAN, CITY OF MEX., meet 1st & 3d Sundays, 8 p.m., Avenida, Independencia No. 14, Caxa Nueva.
H. D. Rogers, care Mexican National Ry. B. Harbour, Mex. National Ry. F
W. H. Cleveland, 3d Calle de Marte No. 123. I

225—PADUCAH, Ky., meet every Monday, 9 a. m., Campbell Building. James Loyd, 1315 Kentucky av. . . . O R. L. Baker, 500 N 8th st. . . . F & I

226—CARLIPP, FT. DODGE, IA., meet 1st & 3d Sundays. F. E. Owen, 948 S. 8th st. . . . O B. F. Fox, 17 1-2 So. 9th st. . . . F H. A. Doring, 3d and Haskell sts. . . . F

227—WATERLOO, N. Y., meet 2d & 4th Sunday, 2 p. m., Knights of Colum. bus Hall, Bergway Block, Arcade st. B. W. Reynolds, American Arcade. C. F. W. Smith, 19 Meadow st. . . . F & I

228—SHOSHONE, FOCATELLO, IDA., meet every Saturday, 2 p. m., in Masonic Temple. J. W. Elise, 714 E. Center st. . . . O L. D. Brown, Box 28. . . . F & I

229—QUEEN OF MIDLAND, MASON CITY, IA., meets 2d Sunday, at 10 a. m., and 4th Sunday at 2 p. m., Woodmen's Hall. J. E. Craven, cor. Jackson & 9th sts. . . . C H. E. Blowers, 323 W 10th st. . . . F M. J. Fitzpatrick, 312 West 9th st. . . . I

230—STEPHENSON, MERIDIAN, MISS., meet 1st & 3d Sunday, 2:30 p. m., B. of L. E. Hall, 25th av. and 6th st. J. Maher, 408 5th st. . . . O W. D. Colburn, 408 6th st. . . . F H. W. Schlager, 404 South st. . . . C

231—JACK CHRISTIE, CHICAGO, ILL., meet 1st and 3d Sunday, at 7:30 p. m. H. & J. L. Hall, 151 East Randolph st. Wm. H. Giff, 838 12th Pl'ld st. . . . O Frank Warner, 1235 W 61st st. . . . F & I

232—NATIONAL PARK, LIVINGSTON, MON., meets every Monday, 2 p. m. A. O. Wilson, 108 N. Cst. . . . O T. E. Kapp, 521 E. Gallatin st. . . . F F. W. Clow, 203 E. Chinoak st. . . . I

233—WILLIAM GALLOWAY, HAGERSTOWN, MD., meet 2d & 4th Sunday, 1 p. m., Masonic Temple. J. A. McTaggart, 21 High st. . . . O W. N. Fleigh, 201 Elizabeth st. . . . F & I

234—DESOTO, TOPEKA, KAN., meet 2d & 4th Sunday 2 p. m., K. of P. Hall, 6th and Quincy sts. Amos Beeler, 708 Lake st. . . . O Chas. Jones, 517 Monroe st. . . . F H. G. Rust, 402 Monroe st. . . . I

235—1 CITY, UNION HILL, N. J., meet alternate Sundays, 8 p. m., Masonic Temple, cor. Milton st. & Bergenline, Union Hill. G. B. S. Hitchcock, Fisher av., New Durlan, N. J. . . . O Henry Grum, 219 Second st., Weehawken P. O. . . . F Wm. H. Umpleby, 629 4th st., Weehawken P. O. . . . I

236—COLUMBIA, THE DALLES, ORE., meet 2d & 4th Monday, 2 p. m., K. of P. Hall, Second st. M. P. Wilkes, 317 W. 1st St. . . . O A. E. Curtis, 173 Morris st., Sta. E., Portland, Ore. . . . F & I

237—PORT SCOTT, KAN., meet every Sunday at 2:30 p. m., W. O. W. Hall, So. Main st. W. D. Daniels, 402 So. Crawford st. . . . C E. R. Hart, 512 Main st. . . . F C. D. Hanes, 111 N Little st. . . . I

238—FACTORY, WASH., meet 2d and 4th Sundays at 10:00 a. m., in I. O. O. F. Hall, cor. East 25th and Cst. Chas. F. Hubbard, 1625 South E. . . . O H. A. Moore, 2730 East C st. . . . F L. Chapman, 416 E 25th st. . . . I

239—HOLSTON, INOXVILLE, TENN., meet Mondays, 9 a. m., in French & Roberts Bldg., cor. Gay and Depot sts. C. A. Trainum, 1112 Stewart av. . . . O J. D. Bishop, 600 Richard st. . . . F & I

240—POINT EDWARD, ONT., meet 1st & 2d Tuesday & 2d & 4th Sundays, 2 p. m. Hall cor. Russell & Campbell sts. John McNaughton, 355 Russell st. Sarnia, Ont. . . . O W. Adams, 131 Forrest st. Sarnia, Ont. F. J. B. Wilson, Box 488 Sarnia, Ont. I

241—ALTOONA, WIS., meet 1st & 3d Sunday, 2:30 p. m. J. H. Hall, L. Box 203. . . . C A. D. Brewer, L. Box 228. . . . F J. O. Enochson, L. Box 241. . . . I

242—J. E. COLLINS, ENNIS, TEX., meet every Mon. at 1 p. m., in K. of P. Hall. James Walker. . . . O E. C. Newell, Box 437. . . . F W. S. Manning. . . . I

243—KAMINISQUA, FORT WILLIAM, E. ONT., meet Foresters Hall, Simpson st., 2d & 4th Tuesdays each month. John Whitehurst, Box 157. . . . F E. G. Copping. . . . F Edw. Bowlie. . . . I

244—CORNING, N. Y., meet 1st & 3d Sunday, 3 p. m., Odd Fellows Hall, East Market st. I. L. Sawyer, 31 E. Erie av. . . . O C. Doolittle, 139 East 1st st. . . . F Josse Newell, 65 E 1st st. . . . I

245—CHARLESTON, ILL., meet 2d & 4th Sunday, 2 p. m., R. L. E. Hall. G. H. Daniels, 226 3d st. . . . O D. A. Daugherty, 306 5th st. . . . F Fred Schules, 108 N 8th st. . . . I

246—EVANSVILLE, IND., meet 1st & 3d Friday, 7:30 p. m., over Evans Hall, 5th & Locust st. Ed Farrow, 101 Chestnut st. . . . O Robt. Skinner, 34 William st. . . . F M. Hoffman, 255 Olive st. . . . I

247—HALIFAX, NOVA SCOTIA, meet 2d Saturday, and 4th Wednesday. John Ross, 27 Russell st. . . . O James Clark, 18 Russell st. . . . F & I

248—JOHN HILL, ELKHART, IND., meet Sun. 3 p. m., B. L. E. Hall, 614 S Main W. H. Chatterton, 611 S 2d st. . . . O James H. Calkins, 119 Divin' st. F & I

249—LEONARD SOUTH KAUKAHA, WIS., meet 1st & 3d Sunday, 2 p. m. J. A. Strathern. . . . O E. S. Wandell, Box 29. . . . F E. B. McPherson, Box 194. . . . I

250—SUNBURY, PA., meet 2d & 4th Sunday, 1:30 p. m., Haas Bld, Market Sq. Robert T. Krohn, 143 Walnut st. . . . O C. C. Bowen, 333 So. 2nd st. . . . F & I

251—BATON, NEW MEX., meet every Tuesday, 3 p. m., Mendelssohn Block, C. R. B. Kelly, Box 582. . . . O E. H. Colip, Box 675. . . . F Geo. A. Norman, Box 703. . . . I

252—ARKANSAS VALLEY, NEWTON, KAN., meet 1st & 3d Monday, 1:30 p. m., K. of P. Hall. Byron E. Dick. . . . O Linden C. Woodbury. . . . F J. R. Tronslot, 956 W 5th st. . . . I

253—GARDEN CITY, CHICAGO, ILL., meet 2d & 4th Sunday, 2 p. m., Metropolitan Hall, 4th av. and Harrison st. H. Kendall, 226 Jackson st. . . . O H. M. Stetler, 224 Gladys av. . . . F & I

254—OIL EXCHANGE, BRADFORD, PA., meet 2d & 4th Sunday at 2 p. m., in Main Bldg. W. S. Patton, 38 Jefferson st. . . . O D. D. Drysdale, 16 Cherry st. . . . F D. D. Hall, 17 av. B. . . . I

255—TUSCARAWAS, DENNISON, O., meet 2d & 4th Sunday, 1 p. m., K. of G. E. Hall, Grant and 2d. J. C. McGuire, Box 185. . . . O M. T. Brown, Box 671. . . . F M. Cahoney, Box 381. . . . I

256—MYRTLE, SAVANNAH, GA., meet every Sunday, 2:30 p. m., K. of P. Hall 3rd and York sts. Hugh B. Taylor, 929 St. E. . . . O C. Barnwell, 317 Huntington, E. . . . F A. H. Lodge, 302 E Henry st. . . . I

257—ONYKA, MATCH CHUNK, PA., meet 2d & 4th Sunday, 2 p. m., Hess Hall, East Match Chunk, Pa. John H. Warg, E. Match Chunk. . . . C T. Lindouth, E. Match Chunk. . . . F

258—LEADVILLE, COLO., meet 2d & 4th Tuesday, 8 p. m., Caledonia Hall. John B. Sheppard, care C. M. Round House. . . . O J. E. Phelan, 431 West 4th st. . . . F Fred B. Wille, 320 W. 3d st. . . . I

259—EASTON, PA., meet 2d & 4th Sunday, 1:30 p. m., cor. 9th & Washington. Edward R. West, 133 Iron st., S. Side. C. Wm. Huff, 12 Orch'd st. S. Easton. F & I

260—ASHFALLA, O., meet 1st & 3d Sunday, Hickok's Block, Main st. E. N. Brown, 17 Todd st. . . . O W. E. Boynton, 324 West st. . . . F & I

261—BERKINGTON, KAN., meet 1st & 3d Sunday, 1 p. m., Masonic Hall. J. P. Scott. . . . O H. E. Skelton. . . . F W. A. Thompson. . . . I

262—WINSFOULA, MON., meet 2d & 4th Sunday, 2:30 p. m., Odd Fellows Hall. J. 735 A st. . . . O W. C. Benson, 735 A st. . . . F C. N. Baird, 240 E. Spruce st. . . . O Wm. Bell. . . . I

263—WILKESBARRE, PA., meet 2 & 4th Sunday, 2:30 p. m., G. A. K. Hall, So. Main street. W. H. McDonnell, 292 N Main st. . . . O Cyrus Dillman, 302 E Market st. . . . F Chas. McCrosson, 60 S Hancock. . . . I

264—MESA, SAN MARCIAL, N. M., meet every Tuesday, 7:30 p. m. W. R. Fish. . . . O Emory C. C. Astock. . . . F Edward Manning. . . . I

265—PER DIE, FLORENCK, S. C., meet Sundays, 5 p. m., Masonic Hall. O. L. Farmer. . . . O J. L. Wysong, Box 106. . . . F & I

266—GLADSTONE, IOWA, meet 1st & 3d Sunday, afternoon, Mod. Wood. Hall Geo. N. Ward. . . . O H. O. Conkey. . . . F F. O. Roberts. . . . I

267—SWANANOVA, ASHEVILLE, N. C., meet 1st & 3rd Wednesdays, 9 a. m., 2d & 4th, 8 p. m. W. V. Low, 278 Haywood st. . . . O E. T. Adams, 35 Bartiello st. . . . F H. H. Sullivan, 24 W. Haywood st. . . . I

268—ELKHORN, NORFOLK, NEB., meet 1st Wednesday & 3d Saturday. Edw. Wood. . . . O W. B. Reardon. . . . F Patrick Croty. . . . I

269—LONG ISLAND, LONG ISLAND CITY, N. Y., meet 1st Wednesday, 11 a. m., & 3d Saturday, 8 p. m., Masonic Hall, 3d st. and Vernon av. Wm. A. Brown, L. Box 6. . . . O G. W. Rich, 201 North Henry st., Brooklyn, N. Y. . . . F Joseph Wohlafka, 80 Bay st. Jamaica, L. I. N. Y. . . . I

270—MIDWAY, MAZONIA, meet every Friday, 7:30 p. m., Baldwin Hall. M. W. Lansdowne. . . . O E. N. Walker. . . . F W. B. Dale. . . . I

271—ALLINGHAM, COVINGTON, KY., meet 1st & 15th each month, 9:30 a. m., New Kentucky Post Bldg., 423 Madison av. H. E. Gregory, 1603 Greenup st. . . . O F. E. Robertson, 1552 Holman av. . . . F J. C. Green, 1707 Scott st. . . . I

272—FAIRVIEW, ASHLAY, PA., meet 1st & 3d Sun. 1 p. m., Doney's Hall, Main Paxton, Albert, Box 212. . . . O Wm. E. Hubbard, 68 Ashley st. . . . F & I

273—CONAULT, O., meets 1st Sunday at 2:30 p. m., & 3d Sunday, 2 p. m., Harrington's Hall, State and Chestnut sts. John J. Rossiter. . . . O W. J. Baynor, 617 Main st. . . . F E. D. Tait, 630 State st. . . . I

274—SILVER BOW, S. RITTE, MOY., meet 1st & 3d Saturday, 7 p. m., Fox Hall Thos. Malce, Silver Bow, Mont. . . . O C. Brubner, 1033 Iowa av. . . . F & I

275—PENSACOLA, FLA., meet every Monday, 9 a. m., Odd Fellows' Hall. T. J. Butler. . . . O J. L. Hall, 506 E. Jackson st. . . . F & I

276—SAY SLOAN, SCRANTON, PA., meet 2d & 4th Sunday, 2:00 p. m., Gurney's Hall, 314 & 316 Washington av. Joseph Hobbs, 1617 Penn av. . . . O R. W. Cox, Box 80. . . . F C. P. Ashelman, 1116 Rock st. . . . I

277—WILLAMETTE, E. PORTLAND, ORE., meet 1st & 3d Tuesday, at 11 a. m., 163 2d st., cor. Morrison. R. O. Morris, 24 E. 9th st., N. . . . O F. S. Oraw, 280 E. 2d st., N. . . . F G. A. Fitch, 361 Yamhill st. . . . I

278—SILVER CITY, ARGENTA, ARK., meet every Wednesday, 8 p. m., Vogel's Hall. Ed. G. Bell, 928 Water st., Little Rock. O. A. S. Willbanks, 1801 Maple st., North Little Rock, Ark. . . . F & I

279—PLEASANT VALLEY, DICKINSON, N. DAK., meet Saturdays, 7:30 p. m., B. L. E. Hall. Jas. McDonald, Dickinson, N. Dak. O. J. Crosthwaite, L. Box 364. . . . F F. McDonald, Mandan, N. Dak. . . . I

280—BRADFORD, PA., meet 2d & 4th Wed. at 7 p. m., in Newell's Hall. A. W. Fox, 50 William st. . . . O M. W. Nelson, 38 Miller st. . . . F & I

281—VICKSBURG, MISS., meet 1st & 3d Sun. 7:30 p. m., First National Bank Wm. Riddle, 628 Pearl st. . . . O T. W. Curry, 315 S. Washington st. . . . F Edw. Garvey, 214 Grammar st. . . . I

282—F. RICHARDSON, ALBION, PA., meet 1st Wednesday, 3d Tuesday, 7:30 p. m. I. O. F. Hall
 James Hogan.....O
 S. R. Miles.....O
 S. W. Brown, 707 Walker av., Butler Pa. I

283—LELAND STANFORD, WT. OAKLAND, CAL., meet Wednesday, 7:30 p. m., Fraternity Hall, 7th and Feralta sts.
 A. D. Neff, 1517 West st., Oakland, Cal. O
 G. W. Randall, 2241 Rose st., Berkeley, Cal. F
 J. H. Taylor, 944 Chestnut st., Oakland, Cal. I

284—TYGART VALLEY, GRAPTON, W. VA., meet Tuesdays, 7:30 p. m., K. P. Hall.
 R. Brumbaugh, 221 Walnut st. O
 Geo. A. Deck, 344 W. Washington st. F
 John Ommings, 2634 Main st., Wheeling, W. Va. I

285—BARNOTH SPRINGS, THAYER, MO., meet every Monday, 2 p. m., I. O. F. Hall
 L. J. Baker, Cor. 24th.....O
 J. H. Kellner.....F
 Robt. Collett.....I

286—GRAND RIVER VALLEY, GR. RAPIDS, MICH., meet 1st & 3d Sunday, 2 p. m., B. L. E. Hall, Walsh B'k. 8 Division.
 O. O. Andrews, 259 7th av. O
 E. W. Richmond, 104 1st av. F & I

287—JERRY C. BURLEY, ALTOONA, PA., meet 1st, 3d & 4th Sunday, 2 p. m., Pythian Hall, Stehle B'k. 11th av., between 11th and 12th sts.
 W. W. Brantlinger, 1202 17th st. O
 R. W. Winebrenner, 1105 15th st. F
 W. B. Stahl, 504 1-2 11th st. I

288—GEN. WINSLAW, E. SYRACUSE, N. Y., meet 1st & 3d Monday, 7:30 p. m., Masonic Hall, Manlius st.
 S. L. Albro, 114 W. Yates st. O
 M. C. Maiford, Box 427.....F
 Elmer S. Freeman.....I

289—VINCENTS, WASHINGTON, IND., meet 1st & 3d Sun. 2 p. m., Red Men's Hall.
 L. E. Marris, 815 W. Main st. O
 F. W. Smetzer, 140 W. Walnut st. F
 E. L. Nimmick, 1405 McCormick av. I

290—SEMAPI, W. SUPERIOR, WIS., meet 2d & 4th Sunday, 2 p. m., Odd Fellows Temple.
 C. J. Whereant, 2005 Banks av. O
 M. T. Osborn, room 19 Watkins Block. F
 A. T. Stewart, 1017 Hughtitt av. I

291—PETERSBURG, CREWE, VA., meet 1st & 3d Sun. 2:30 p. m., B. L. E. Hall.
 P. J. Cranalis, Box 41.....O
 C. Shanks, Box 2.....F
 John A. Carlin.....I

292—FATED, MIDDLETOWN, N. Y., meet 1st Sun, 10:30 a. m., & 3d Sun. 2 p. m., Times Building, Center & King sts.
 M. J. Quinn, 106 Linden av. O
 C. Thos. Farrell.....F
 Chas. Tierney, 30 Broad st. I

293—KRYSTONE, ALLEGHENY, PA., meet 2d Sunday, at 2:30 p. m., & 4th Monday, at 9:20 a. m., Penn. av. and Bidwell st.
 Frank Johnston, Ben Avon, Pa. O
 E. E. Johnson, 1294 Franklin st. F
 J. W. Keys, 1105 5th av., Beaver Falls. I

294—FORT DEARBORN, CHICAGO, ILL., meet 2d Monday, 1 p. m., & 4th Sunday, at 8 p. m., cor. Western & Chicago av.
 John J. Dwyer, 65 California av. O
 O. Albert Batsford, 677 Park av. F
 A. C. Cavinis, 668 Park av. I

295—PARKDALE, TORONTO JUNC., ONT., meet 1st Sunday & 3d Monday at 2:30 p. m., B. L. E. Hall.
 Thos. P. Charlton, 77 O'Hara av. O
 S. G. Martin, High Park av. F
 J. Neilson, 128 Clove av., Toronto, Ont. I

296—LOMAIN, O., meet 2d & 4th Sunday 2 p. m., K. of P. Hall, Penfield av., opposite Brass Works.
 John Ricks, 1718 Livingston av. O
 G. W. Nicholson, 1724 Woodland av. F & I

297—GREEN BAY, WIS., meet 1st & 3d Sunday, 2:30 p. m., K. of P. Hall, Duchesneau Block, Main st.
 I. Spitzer, 700 S. Broadway.....O
 J. O. Wisman, 33 S. Webster av. F
 P. H. Deguire, 330 Crook st. I

298—W. L. SCOTT, ERIE, PA., meet 2d & 4th Sunday, 1:30 p. m., Engineers' Hall, 1220 State st.
 W. F. Reardon, 1220 State st. O

299—D. H. NICHOLS, AMARILLO, TEX., meet 1st & 3rd Thursday at 1:30 p. m., 3d & 4th Sunday, at 2 p. m., in Union Hall.
 E. P. Cooley, L. Box 114 Roswell, New Mexico.....O
 M. J. Carlton, L. Box 504, Roswell, N. M. F
 Henry C. Lewis.....I

300—LAKE MICHIGAN, MICHIGAN CITY, IND., meet 1st & 3d Sunday, 2 p. m., I. O. F. Hall.
 R. E. Dearty, 122 E. 6th st. O
 W. E. Precious, 217 Pine st. F
 J. W. Hunt, 211 Franklin st. I

301—CENTRAL, ROANOKE, VA., meet every Sunday, 2 p. m., Red Men's Hall, cor. Campbell av. & Henry st.
 R. B. Adams, Cor. 15th st. & Rorer av. O
 J. M. Doerflinger, 820 Salem av. F & I

302—LAKE, CHICAGO, ILL., meet 2d & 4th Saturday evenings, Schell's Hall, Southworth av. and 51st st.
 D. B. Moran, 6548 Emerald av. O
 G. E. Bodley, 323 W. 53d st. F
 T. Lowe, 4431 Princeton av. I

303—ISGRAHAN, CHADRON, NEB., meet 2d & 4th Sunday, 2 p. m., Masonic Hall, Main st.
 James P. Stanton.....O
 John Pritsker, Box 513.....F
 Wm. M. Cooley, L. Box 57.....I

304—LESTER ADAMS, ESAGINAW, MICH., meet 1st & 3rd Sun. 2 p. m., Lester Adams Hall.
 Peter Greiner, 604 N. Warren st. O
 L. B. Moore, 712 Meredith st. F
 Robt. Reid, 828 N Second st. I

305—W. J. HILL, HALLSHEAD, PA., meet 1st Saturday, 8 p. m., & 3d Sunday 1:30 p. m., Clunee Hall, Main st.
 C. T. McCormack, Box 661.....O
 E. W. Hill, Box 157.....F
 James Snover.....I

306—CRESTLINE, O., meet 1st & 3d Monday, 1:30 p. m., Maccabee Hall, Opera House.
 C. N. Burget.....O
 S. Brandt.....F & I

307—GABRIEL, SAN ANTONIO, TEX., meet every Friday, 2:30 p. m., Galliger's Hall, 1612 W Commerce st.
 E. E. Hammond, 730 W Commerce st. O
 S. S. Crew, 1719 W. Commerce st. F
 A. S. Jones, 1606 W. Commerce st. I

308—MIFISSING, N. HAY, ONT., meet 1st & 3d Monday, 8 p. m., B. of L. E. Hall, Main st.
 Harry Treford.....O
 John Morris, Box 236.....F
 James Fowler, P. O. Box 36.....I

309—ORANGE BELT, JACKSONVILLE, FLA., meet 2d & 4th Sun. 2 p. m., Masonic Temple, Bridge and Forsyth sts.
 E. W. Rowland, Sanford, Fla. O
 J. F. Thompson, 455 Winter st. F & I

310—THOMAS J. TRICE, DERRY STA., PA., meet 1st & 3d Sun. 2 p. m., & 2d Thurs. 7 p. m., Brown's Hall, Chestnut st.
 Adam C. Caldwell, Bradenville, Pa. O
 Wm. Ramsey.....F
 Daniel Brown.....I

311—GARDNER R. COLBY, HINGHAMTON, N. Y., meet 2d & 3d Sunday, I. O. F. Hall, 239 N. Shenoque st.
 F. G. Townsend, 125 Robinson st. O
 J. Watson, 11 Doubleday st. F & I

312—OLD COLONY, BOSTON, MASS., meet 2d Sunday 10 a. m., & 4th Sun. 2 p. m., Lawrence Hall, 724 Washington st.
 C. W. Fletcher, 31 Paul Gore st. O
 C. P. Shuffel, 8 Walpole Mass. F
 Stephen Gotham, 669 Cambridge st., Fall River, Mass. I

313—SBDWICK, MONTEVIDEO, MINN., meet 1st & 3d Sunday, 2:30 p. m., A. O. U. W. Hall.
 Jno. P. Jones.....O
 Fred Tydeman.....F & I

314—SEASIDE, ROCKY MOUNT, N. C., meet every Sun. 11 a. m., Masonic Temple, Louis Wackmuth.
 Leon Pearsall, Box 236.....O
 T. H. Lancaster.....F

315—CLINTON, ILL., meet every Sunday, 2 p. m., in Engineer's Hall.
 J. R. Lawrence.....O
 E. M. Gier, 120 N. 1st st. F
 R. H. Edmiston.....I

316—HAZLETON, PA., meet 2d & 4th Sun. 1 p. m., Union Hall, N. Wyoming st.
 Chas. F. Farris, Friend, Pa. O
 Jas. Guyno, Freehold, Pa. F
 Oscar Kleckner, 120 N. Laurel st. I

317—ROBERT ANDREWS, ALEXANDRIA, VA., meet 1st & 3d Sunday, 2 p. m., Potomac Lodge, I. O. O. F., Columbus

318—FOREST CITY, CLEVELAND, O., meet 2d & 4th Sunday, 1:30 p. m., Merrill's Hall, 634 Pearl st.
 Wm. B. Prenter, 353 Dunham av. O
 C. F. Harris, 11 Eastman st. F
 A. Cummings, 23 Brock.....I

319—WASCOON, CHAPLEAU, ONT., meet 1st & 3d Monday, 2 p. m., I. O. F. Hall, over Public Library.
 Thos. Burt.....O
 James D. McAdam.....F
 J. A. Rathwell.....I

320—KAMLOOPS, VANCOUVER, B. C., meet 2d & 4th Tuesday of each month, 8 p. m., Sullivan Hall, Cordova st.
 Robt. Mee, 618 Homer st. O
 N. J. Scott, 1056 Harwood st. F
 H. Andrews, 2038 Davie st. I

321—MAX NATHAN, MANCHESTER, VA., meet 2d & 4th Monday, Toney's Hall, 11th & Hull st.
 J. T. Garrett, 1217 Decatur st. O
 T. N. Durvin, 2610 Fairmount av., Richmond, Va. F
 J. E. McAllister, 1106 Hull st. I

322—SASKATCHEWAN, MEDICINE HAT, N. W. TER., meet 1st Saturday and 3d Wednesday, 19:30, Colter's Hall.
 J. C. Janty.....O
 F. Furguson.....F
 R. M. Hardy.....I

323—STAR, AUGUSTA, GA., meet 2d & 4th Sunday, 2 p. m., Red Men's Hall, Library Building, Broad & Jackson.
 R. L. Palmer, 427 Telfair st. O
 Jno. T. Zimmerman, 610 1/2 right st. F
 L. T. Moody, 1114 Roberts st. I

324—BEAR LAKE, MONTPELIER, IDAHO, meet 1st & 3d Sat. 7 p. m., B. L. E. Hall.
 Joseph Bagley.....O
 Wm. Hall.....F
 Frank Hutchins.....I

325—ANDREW CARNEGIE, WILKINSBURG, PA., meet alternate Sundays, 2 p. m., in Hall, cor. Penn and Wood sts.
 Wm. H. Blyden, 100 W. 1st st. O
 R. I. Cunningham, 418 West st. sta. D. O
 A. W. Routh, Wilmerding, Pa. F
 A. H. Butler, 7818 Idlewild st. E. E., Pittsburg.....I

326—OTACHTO, MONROE, LA., meet 1st Sunday at 2:30 p. m. and 3d Sunday at 7:30 p. m., K. P. Hall.
 R. M. Sibley, Cor. 7th & Adams sts. O
 C. W. Kennedy, Box 327.....F
 J. W. Doyle, Box 417.....I

327—BRIDGE AND TUNNEL, ST. LOUIS, MO., meet 1st & 3d Saturday, 7:30 p. m., Oriental Hall, Jefferson av. & Adams.
 Al Long, 3036 S. Thomas st. O
 H. A. Walker, 2301 Excelsior st. F & I

328—DEPEW, BUFFALO, N. Y., meet 1st & 3d Wednesday, 8 p. m., 134 1/2 Swan st.
 Wm. E. Foley, 267 7th st. O
 Wm. H. Walsh, 2145 Bailey av. F
 J. H. DeWolf, 214 N Division st. I

329—FRIENDSHIP, YOUNGSTOWN, OHIO, meet 2d Monday & 4th Sunday, 8 p. m., B. of R. E. Hall.
 J. B. Donovan, 320 Belmont av. O
 J. E. Farrell, 460 Custer av. F & I

330—GREEN MOUNTAIN, ST. ALBANS, VT., meet 2d & 4th Sunday, 7 p. m., in O. R. O. Hall, Main st.
 J. G. Hoyt, 8 Brainerd st. O
 J. E. Richardson, 10 Edward st. F
 Geo. E. Taylor, 11 Upper Weldon st. I

331—SEABOARD, PORTSMOUTH, VA., meet 1st & 3d Sunday, 2 p. m., in Knights of Columbus Hall, 302 & 304 High st.
 J. H. Boyd, 511 Washington st. O
 L. M. Lattimer, 425 Queen st. F & I

332—GARBETT, MONTGOMERY, ALA., meet 1st & 3d Sunday, 11 a. m., I. O. O. F. Hall, Court Square.
 A. B. Moore, 337 Marsh st. O
 P. H. Murphy, 498 Bell st. F
 J. C. McLain, 626 Columbus st. I

333—W. T. REED, ST. PAUL, MINN., meet 2d Monday & 4th Sun. 2 p. m., State and Robie sts.
 R. E. Kennedy, 563 Fuller st. O
 B. Baesler, 30 E Isabel st. F & I

334—P. S. GRAY, COLLETS'S, O., meet 2d & 4th Sunday, 2 p. m., Lyndon Bick High st. and 6th av.

325—TAMMONG, CORCORD, N.H., meet 1st Sunday, 4 p.m., & 3d Sunday, 1 p.m. B. L. E. Hall, Hill's Blk, N. Main st. J. P. Calahan, 29 Perley st. C E. M. Buckley, 43 1/2 South st. F & I

326—T. P. DUNAWAY, OSAWATOMIE, KAN., meet Sundays, 3 p.m., Firemen Hall. H. McFee. C O W. Cook, Box 79. F & I

327—GARRETT ROGART, JUNCTION, N.J., meet 2d & 4th Sun, 2 p.m., Wells Hall. O. F. Adams. C & I R. W. Taylor, Box 644. F

328—MACKINAW, WEST BAY CITY, MICH., meet 2d & 4th Sun, 2 p.m., K. P. Hall. Robt. B. Ketchum, 510 Fremont st. O. Thos. J. Doyles, 609 North Linn st. J. Hatchard, Catherine st. F

329—OAK CITY, RALEIGH, N.C., meet 1st & 3d Saturday, at 8:30 p.m. W. A. Faison. F A. Muse, 215 N. Salisbury st. F H. J. Heilig. C

330—JENNINGS, CHARLESTON, S.C., meet 2d & 4th Sunday, 3 p.m., Irish Volunteers' Hall, King st. H. G. Senseney, 159 Spring st. C O. H. Brun, 89 Spring st. F & I

331—MISSING LINK, WOODSTOCK, N. R., meet 1st and 3d Sunday, at 2 p.m., in K. C. of P. Hall, Egg st. C H. G. McGibbon, Box 60. F W. H. Sanders. I

332—DIAMOND STATE, WILMINGTON DEL., meet 2d & 4th Sunday, Red Men's Hall, 615 Shipley. N. L. Henderson, 1007 Trenton Pl. C O. John F. O'Neill, 1209 W. 7th st. F R. W. Harrison, 618 Van Buren st. I

333—HARTINGBURG, PRINCETON, IND., meet 1st & 3d Sunday, 2 p.m., Union Hall, South Seminary st. James Buchanan, 80 Gibson st. C Max Palmer, 1014 So. Gibson st. F F. E. Meizner, So. Seminary st. I

334—WELLINGTON, KAN., meet every Thursday, 1 p.m., B. of L. E. Hall. Henry Hansen, 617 E. Lincoln ave. C S. H. Barner, Box 868. F John G. Beard. I

335—OLKAN, N. Y., meet 1st Sunday at 2 p.m., & 3d Sunday at 7:30 p.m., Miller's Hall, State st. E. A. Gould, 1045 Genesee st., Rochester, N. Y. C J. C. Hamilton, 307 N. Union st. F Wm. Gannon, 215 Winters av. I

336—MORTON, KAN., meet 1st & 3d Saturday, at 7:30 p.m., Kemper's Hall. Lee Parrish. C Daniel Hill, L. Box 14. F & I

337—OTTER CREEK, RUTLAND, VT., meet 1st & 3d Sun. W. R. O. Hall, Merch't Row J. P. Sullivan, 812 West st. C O. F. Dennis, 94 St. George st. F O. S. Wardwell, 110 Wales st. I

338—NEW LONDON, CONN., meet 1st & 3d Sunday, 10:30 a.m., Williams Block, 104 State st. Wm. C. Prince, 146 1/2 Main st. C O. T. Decker, 13 Pleasant st. F O. J. Keach 17 Canal st. Bratt'lboro, Vt. I

339—ZENITH, ST. PAUL, MINN., meet 1st & 3d Sunday, 2:30 p.m., I. O. O. F. Hall, Reaney and 7th sts. H. A. Young, 615 Lawson st. C W. C. Heller, 491 Collins st. F & I

340—WILLIAM L. FOX, FOXBURG, PA., meet 2d & 4th Sunday, 6 p.m., Odd Fellows' Hall. Wm. Ross. C J. E. McAvoy. F M. T. Connor, 609 Fairview ave., Butler, Pa. I

341—FLICKWIL, SHENANDOAH, VA., meet 2d Monday, 7:30 p.m., and 3d & 4th Sunday, Odd Fellows' Hall. H. R. Long, 624 W. Franklin st., Hagerstown, Md. C H. Dorrugh, Box 85. F John M. Buchanan, 688 W. Washington st., Hagerstown, Md. I

342—UNITED LINK, HARTISBURG, VA., meet Mondays, 2 p.m., K. P. Hall over People's National Bank. F. L. Brown, 120 E. Rose st. C J. A. Bowers, 509 N. Queen st. F & I

343—GEO. W. CHILDS, W. PHILADELPHIA, PA., meet every Thursday, 7:30 p.m., Landes Hall, N. W. Cor. 63d & Woodland ave. meet 1st & 3d Sun, 2 p.m., & 4th Sun, 1 p.m., Arcade Hall. Chas. H. Miller, 27 Station st. C Bruce Walker, 350 Dearborn av. C P. J. Harrington, 364 Schuyler av. I

344—ALBERTA CALGARY, N. W. TER., Arch McLeod. C Joseph O. Dauphin, Box 34. F Alex Matheson. I

345—BRECKENRIDGE, MINN., meets 2d Sunday, 7:30 p.m., & 4th Sunday, 2 p.m., in K. P. Hall. F. A. Woodford, L. B. 381, Breckenridge, Minn. C John J. McCabe, L. Box 385. F & I

346—MINNEAPOLIS, MINN., meet 1st & 3d Sunday, 2 p.m., A. O. U. W. Hall, Bloomington and Franklin avs. Frank M. Dunn, 1516 13th av. S. C J. Chas. D. Weaver, 1005 E. 27th st. F Geo. W. Vore, 1832 E. 15th st. I

347—GEM CITY, DAYTON, O., meet 2d & 4th Sunday 2 p.m., B. L. E. Hall, Jefferson st. F. N. Arnold, 149 Huffman ave. C O. C. Pease, 30 Maple st. F P. D. Fairman, 2319 E. 3rd st. I

348—SHERAAG, NEVADA, MO., meet 2d & 4th Saturday, Eagle Hall, Robinson Blk., cor. Cedar & Walnut sts. W. K. Rooney, 287 N. Elm st. C F. C. Farley, 625 E. Vernon st. F A. H. Page, 230 S. Oak st. I

349—WATSON, MASSILLON, O., meet 1st & 3d Mon. at 7 p.m., and 2d & 4th Sunday 1:30 p.m., 3d Floor Anticruse Bldg., 7 W. Main st. Geo. J. Brown, C. E. 132 E. Tremont st. C Edw. Lamb, 87 Park st. F W. C. Jones, 2314 Caldonia av., Toledo, O. I

350—NEW ALBANY, IND., meet 2d & 4th Sun. B. L. E. Hall, State & E. Market. John P. Vaughan, 1515 E. Oak st. C J. V. Kurfess, 1215 E. Elm st. F & I

351—GRAND RONDE, LA GRANDE, ORE., meet 1st, 2d, 3d Tuesday & last Sun, 2 p.m., K. P. Hall. C H. L. Curtis, Box 242. O Henry Johnson, Box 356. F O. W. Moon, Box 383. I

352—HANGING ROCK, SOMERSET, KY., meet every Tuesday, 2 p.m., Johnson's Hall. J. J. Swen. C G. L. Peffer. F J. G. Dikeman. I

353—WICHITA, KAN., meet every Monday at 7:30 p.m. over 314 North Main st. C. M. Aylor, 416 West 3d st. C Wm. Ledgerwood, 307 N. Waco av. F J. W. Page, Box 513, Eldorado, Kan. I

354—ADAIR, LOUISVILLE, KY., meet 2d & 4th Sunday, 9:30 a.m., Schweitzer Hall, Jefferson st., between Shelby & Clay sts. G. H. Scott, Bellaire av. Sta. A. C G. L. Scott, 1615 Pope st. F J. P. McKenna, 941 Washington. I

355—SAC JACINTO, HOLSTON, TEX., meet Tuesdays, 9:30 a.m., K. P. Hall, 5 Ward. S. B. French, 1611 Hardy st. C D. M. Moody, 2119 Terry st. F A. Delhamme, 1717 Brooks av. I

356—W. F. HALLSTAD, SYRACUSE, N.Y., meet 1st & 3d Sunday, 10:30 a.m., B. L. E. Hall, over D. L. & W. Dep. st. J. E. Chamberlin, 1212 W. Onondaga. C H. J. Coykendall, 106 Merriman av. F Edw. Dodd, 307 Midland av. I

357—GATE CITY, ATLANTA, GA., meet every Sunday, 2 p.m., Kizer Law Building, Pryor and E. Hunter st. T. C. Waters, R. F. D. No. 3 Atlanta. W. L. Simmon, 328 Simpson st. C R. B. Deavours, 271 Cooper st. I

358—ORIENTAL, ST. PAUL, MINN., meet 2d & 4th Sunday, 7:30 p.m., I. O. O. F. Hall, Payne av. John Collins, 688 Otsego st. C Thos. Robinson, 416 Mt. Ida st. F E. B. Roe, 761 Edgerton st. I

359—S. S. BROWN, PITTSBURG, PA., meet 2d Sun, 2:30 p.m., & 4th Tuesday, 7:30 p.m., Hazelwood, Lanting & Lint C. Hall, near Hazelwood & 7th avs. Wm. R. Lowe, 5107 Blair st. C J. F. Wills, 5627 Lafayette st. F & I

360—MOUNTAIN, EAST LAS VEGAS, N.M., meet every Tuesday, 10 a.m., Jr. O.

361—KANKAKEE, ILL., meet 1st & 3d Monday, 2 p.m., Arcade Hall. Chas. H. Miller, 27 Station st. C Bruce Walker, 350 Dearborn av. C P. J. Harrington, 364 Schuyler av. I

362—WELLES, FOND DU LAC, WIS., meet 1st & 3d Thursday 7:30 p.m., T. O. F. Hall, 479 Main st. H. E. Hoffman, 638 Wisconsin av. N. C. W. R. Schebl, 86 W. Division st. F J. F. Frenor, 82 W. Division st. I

363—W. A. ROEBLING, TRENTON, N. J., meet 2d & 4th Sunday, Star Hall, 189 So. Broad st. Chas. Cope, Belvidere, N. J. C W. C. Massey, 151 Passaic av. C W. H. Miller, 109 Clinton av. I

364—EASTERN SHORE, DELMAR, DEL., meet 1st Sunday, 1:30 & 3d Saturday, 7 p.m., Elliott's Hall. Geo. M. Barr. C S. B. Adkins. F & I

365—OLD DOMINION, SPENCER, S. C., meets every Monday, at 10:30 a.m., J. L. Allen, 531 Worsham st., Danville, Va. C W. W. Clement. F W. D. Fethel. I

366—LEHIGH, LEHINGTON, PA., meet 1st & 3d Sunday, 2 p.m., Reher a Hall. Amandus Reher, Box 715. C Benj. Bartolet, Box 181. F D. W. Newhart, Box 342. I

367—ST. LAWRENCE, ODENSBURG, N. Y., meet 2d & 4th Sunday, 2:30 p.m., B. L. E. Hall, 257 Ford st. P. J. Murray, Ford st. C B. C. Mitchell, 96 Greene st. F & I

368—NETTLETON, SPRINGFIELD, MO., meet 1st & 3d Tuesday, 2 p.m., Odd Fellows Hall, Boonville st. H. P. Colvin, 732 Lincoln st. C J. S. McEllin, 435 Poplar st. F & I

369—ASHLAND, WIS., meet 2d & 4th Sun, 2 p.m., Field & Bk. Vaughn and 2d. H. C. Perkins, 1001 Ellis av. C John Meeks, 911 Prentice av. C R. S. Cochran, 200 7th st. E. I

370—SAYRE, PA., meet 2d & 4th Sunday 1:30 p.m., P. O. S. of A. Hall, Elmer Block. Chas. Palmer, 318 Desmond st. C Miles A. Ellis, 301 S. Wilber av. F Alex. Thompson, 122 N. Elmer st. I

371—RIDEAU, SMITH FALLS, ONT., meet 1st & 3d Sun, 1:30 p.m., B. of R. T. Hall. Wm. Robinson. C James Currie. F Alphonso Langway. I

372—ELECTRIC CITY, RUFFALO, N. Y., meet 2d & 4th Tuesday, 8 p.m., F. Wagner's Hall, Eagle & Jefferson. W. J. Miner, 534 Eagle st. C W. F. Hessler, 21 Monroe st. F & I

373—NEEDLES, CAL., meets every Monday, 2 p.m. Thos. E. Gallagher. C W. Bishopam, Box 59. F & I

374—VAN WERT, O., meet 1st & 3d Sunday, Union Hall, Wash'g'tn & Water W. R. Campbell, 122 N. Shannon st. C St. Roch, 403 N. Jefferson st. F Wm. E. Marsh, 50 George st. I

375—MIDLAND, COLORADO CITY, COLO., meet every Mon. 7:30 p.m., I. O. O. F. Hall J. V. Smith, 1727 Colorado av. C Rob. C. Brockie, Box 22. F D. J. Swisher. I

376—TOBIERGE, AMORY, MISS., meet Sundays, B. L. E. Hall. J. M. Ayers, 2129 11th ave, Birmingham, Ala. C H. L. Stephenson. F D. L. Forsythe, 716 De Soto. Memphis. I

377—W. JERSEY, CAWEN, N. J., meet 2d & 4th Sunday, 10 a.m., Morgan's Hall 4th and Market sts. R. S. Doughty, Glassborough, N. J. C Riley Van, 621 N. 2d st. F John A. Cashman, 442 So. 6th st. I

378—LALI WERE, QUEBEC, P. Q., meet 1st & 3d Sunday, 133 St. Joseph st., St. Roch, 403 N. Jefferson st. F Wm. LeBlanc, 185 Crown st. C A. Beaudry, 165 Chapelle st. F & I

379—L. S. COOK, FRENCHTON, NEB., meet 2d & 4th Sunday, 2 p.m., Central Block, cor. 6th & F sts. Geo. Johnson, 151 Pebble st. C W. N. Fischer, 430 Platte av. F E. C. Cooner, 1047 E. 5th st. I

380—CITY OF WINSBOR, WINDSOR, ONT., meet alternate Tuesdays, Laing's Hall, Queen st. C G. Knight, Box 372. C D. Lanspary, Box 382. F W. G. Fulding, Sandwich st. I

381—SANTA FE, FT. MADISON, IA., meet 1st & 3d Sun, 2:30 p.m., Heady's Hall.

382—KANKAKEE, ILL., meet 1st & 3d Monday, 2 p.m., Arcade Hall. Chas. H. Miller, 27 Station st. C Bruce Walker, 350 Dearborn av. C P. J. Harrington, 364 Schuyler av. I

383—WELLES, FOND DU LAC, WIS., meet 1st & 3d Thursday 7:30 p.m., T. O. F. Hall, 479 Main st. H. E. Hoffman, 638 Wisconsin av. N. C. W. R. Schebl, 86 W. Division st. F J. F. Frenor, 82 W. Division st. I

384—W. A. ROEBLING, TRENTON, N. J., meet 2d & 4th Sunday, Star Hall, 189 So. Broad st. Chas. Cope, Belvidere, N. J. C W. C. Massey, 151 Passaic av. C W. H. Miller, 109 Clinton av. I

385—EASTERN SHORE, DELMAR, DEL., meet 1st Sunday, 1:30 & 3d Saturday, 7 p.m., Elliott's Hall. Geo. M. Barr. C S. B. Adkins. F & I

386—OLD DOMINION, SPENCER, S. C., meets every Monday, at 10:30 a.m., J. L. Allen, 531 Worsham st., Danville, Va. C W. W. Clement. F W. D. Fethel. I

387—LEHIGH, LEHINGTON, PA., meet 1st & 3d Sunday, 2 p.m., Reher a Hall. Amandus Reher, Box 715. C Benj. Bartolet, Box 181. F D. W. Newhart, Box 342. I

388—ST. LAWRENCE, ODENSBURG, N. Y., meet 2d & 4th Sunday, 2:30 p.m., B. L. E. Hall, 257 Ford st. P. J. Murray, Ford st. C B. C. Mitchell, 96 Greene st. F & I

389—NETTLETON, SPRINGFIELD, MO., meet 1st & 3d Tuesday, 2 p.m., Odd Fellows Hall, Boonville st. H. P. Colvin, 732 Lincoln st. C J. S. McEllin, 435 Poplar st. F & I

390—ASHLAND, WIS., meet 2d & 4th Sun, 2 p.m., Field & Bk. Vaughn and 2d. H. C. Perkins, 1001 Ellis av. C John Meeks, 911 Prentice av. C R. S. Cochran, 200 7th st. E. I

391—SAYRE, PA., meet 2d & 4th Sunday 1:30 p.m., P. O. S. of A. Hall, Elmer Block. Chas. Palmer, 318 Desmond st. C Miles A. Ellis, 301 S. Wilber av. F Alex. Thompson, 122 N. Elmer st. I

392—RIDEAU, SMITH FALLS, ONT., meet 1st & 3d Sun, 1:30 p.m., B. of R. T. Hall. Wm. Robinson. C James Currie. F Alphonso Langway. I

393—ELECTRIC CITY, RUFFALO, N. Y., meet 2d & 4th Tuesday, 8 p.m., F. Wagner's Hall, Eagle & Jefferson. W. J. Miner, 534 Eagle st. C W. F. Hessler, 21 Monroe st. F & I

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400—L. S. COOK, FRENCHTON, NEB., meet 2d & 4th Sunday, 2 p.m., Central Block, cor. 6th & F sts. Geo. Johnson, 151 Pebble st. C W. N. Fischer, 430 Platte av. F E. C. Cooner, 1047 E. 5th st. I

401—CITY OF WINSBOR, WINDSOR, ONT., meet alternate Tuesdays, Laing's Hall, Queen st. C G. Knight, Box 372. C D. Lanspary, Box 382. F W. G. Fulding, Sandwich st. I

402—SANTA FE, FT. MADISON, IA., meet 1st & 3d Sun, 2:30 p.m., Heady's Hall.

392—MILK RIVER, GLASGOW, MOX., meet 1st & 3d Sunday of each month. Wm. Woodford. C John S. Fraser. F O. J. Anderson. I

393—GRAND RIVER, CHILICOTHE, MO., meet 2d & 4th Sun. 2 p. m., Fraternal Hall, cor. Washington & Calhoun st. J. T. Sweeney, East Calhoun st. C J. W. Stipp, 24 E. Polk st. F & I

394—F. H. PECK, CHICAGO, ILL., meet 2d & 4th Sunday, 10:30 a. m., Auburn Hall, 78th st. & Lowe av. Jns. O'Connell, 618 W 80th st., Chicago, Ill. C Robert A. Shepherd, 7822 Lowe av. F H.C. Raugh, 7822 Hawthorne av. I

395—MISSAIE, DULUTH, MINN., meet 2d & 4th Sunday, 1:30 p. m., Columbia Hall, 20th av. West & Superior st. Thos. Beardsley, 2117 W. Second st. C H. H. Scribn. 3435 W. 3d st. F J. A. Cullen, 1103 W. Superior st. I

396—L.W. PAHR, ARGENTINE, KAN., meet 1st & 3d Sunday, 2 p. m., K.P. Hall. A. G. Baker. C C. M. Riddell. F & I

397—E.W. HAYES, BEATRICE, NEB., meet 2d & 4th Sunday, 2:30 p. m., K.P. Hall. G. E. Lewis, 601 9th st. C J. W. Dobbins, 906 9th st. F Noah Clark, 1843 L. St. Lincoln, Neb. I

398—DEWEY, SAN BERNARDINO, CAL., meet 1st and 3rd Monday and 2nd and 4th Sun. 2 p. m., I. O. O. F. Hall. R. K. Long. C F. W. Park, 641 5th st. F W. R. McNeil, 1549 Pacific st. S Berna. I

399—PIGET SOUND, SEATTLE, WASH., meet 2d & 4th Sunday, 7:30 p. m., N.Y. Bldg., Second av. and Cherry st. A. O. Wishard, N. P. round house. C Jas. J. Grant, care Pacific Coast Co. Coal Office. F & I

400—ST. CARMEL, ILL., meet 1st & 3d Sunday, 2 p. m., Engineers Hall, cor. 3d & Main. C H. W. Baldwin, Box 228. F M. O. Davis, Box 175. F & I

401—JOS. H. SANDS, ROANOKE, VA., meet 1st & 3d Sun., at 2:30 p. m., K.P. Hall, Exchange Bldg., Salem & Jefferson. R. D. Carlisle, 1312 Patterson av. S.W. C James M. Tutwiler, 618 Salem av. F & I

402—DECAPOD, ELLENSBURG, WASH., meet 1st & 3d Tuesdays at 2 p. m., Masonic Hall. John A. Patchett, L. Box 642. C J. B. Wilson. F T. B. Gilmore. I

403—G. B. SMITH, DUNMORE, PA., meet 1st & 3d Sunday, 2 p. m., B.L.E. Hall, E. & W. Depot. A. E. Finch, 28 Cherry st. C Chas. E. Collins, 225 Cherry st. F & I

404—GEO. W. TILTON, CHICAGO, ILL., meet 2d & 4th Sunday, 9:30 a. m., Hall, 274 W Lake st. C D. J. Murphy, 2007 Carroll av. C M. Murray, 41 Harding av. F N. A. Warren, 1928 Carroll av. I

405—MILWAUKEE, WIS., meet 2d Sunday, 2 p. m., and 4th Sunday, 7:30 p. m., Deuster's Hall, Reed & National. Wm. C. Gates, 354 Hanover st. C R. W. Miller, Mineral st. F & I

406—CONKAUGH, PA., meets 1st & 3d Sun., 1:30 p. m., B.L.E. Hall, Main st. M. H. Hoy. C John Hoy, Box 29. F Thos. P. Cassidy. I

407—A. L. TYLER, ANNISTON, ALA., meets 2d and 4th Sunday, 2 p. m., 95 24th st. C T. H. Clements. C O. W. Carroll, 21 East 24th st. F R. W. Moffet, Attalla, Ala. I

408—KAWAHA, MIDDLEPORT, OHIO, meets 2d & 4th Sunday, 1 p. m., K. of P. Hall, cor. 2d & Rutland st. C A. P. Hill. C L. A. Fulcher. F & I

409—MC CLINTOCK, COLORADO, GA., meets every Sat., 8 p. m., Royal Arcanum Hall, 1st av., over Britt's store. K. Post, 14th av. & 17th st. C J. A. Perkins, 1160 18th st. F & I

410—Wm. HASSMAN, EVANSVILLE, IND., meets Hall cor. Fulton av. & Franklin st. James Feehey, 509 Upper 3rd rd. C A. L. Banister, 419 Upper 5th st. F J. A. Sandefur, 222 W. Franklin st., Evansville, Ind. I

411—BAHOSING, PAINESVILLE, O., meets 2d Sun., 9 a. m., & 4th Sun., 1 p. m., Foresters Hall. W. A. Elwell, Washington st. C G. H. Glenn, 207 Courtland st. F & I

412—LEAVENWORTH, KS., meets 1st & 3d Saturday, 2 p. m. Wm. Putman, 400 Quincy st., Topeka, Kas. C W. W. Brownhill, 220 Delaware. F & I

413—CYCLOPE, MELROSE, MINN., meets 2d & 4th Sun., 2:30 p. m., K. of P. Hall. R. B. Kitwork. C Harvey Row, Box 250. F Chas. Godson. I

414—R. H. COLERAN, LERANON, PA., meets 2d & 4th Sunday, 1 p. m., K. P. Hall, 7th & Cumberland. Watson Albright, 1047 Cumberland. C R. S. Malsberger, 930 Cumberland st. F Jacob Brandt, 349 N. 10th st. I

415—GRANITE, ROCKLIN, CAL., meets every Tuesday, 2 p. m., Masonic Hall. C A. Fagus. C R. E. Nobel. F P. J. Freeman. I

416—CHARTERS VALLEY, CARNEGIE, PA., meets 1st & 3d Tuesday 8 p. m., Co-operative Hall, 109 E. Main st. C J. J. McCully, 414 Charters st. C Geo. B. Keech, Box 147, Ingram, Pa. F Robert Hamsey, 433 Broadway. I

417—HARMONY, PEORIA, ILL., meets 1st Saturday, 7:30 p. m., & 3d Sunday, 2:30 p. m., Observatory Bldg., So. Adams st. Chas. F. Mounts, 1315 N. Jefferson av. C R. M. Orr, 211 4th av. F W. J. Osterhout, 723 Oakland av. I

418—SILLOWAY, MECHANICSVILLE, N.Y., meets 2d & 4th Sunday, 2 p. m., I. O. F. Hall. C D. J. Reilhan, Box 443. C James Connor, Box 342. F & I

419—KINGS COUNTY, BROOKLYN, N. Y., meets 2d Sunday, 10:30 a. m., & 4th Saturday, 8 p. m., Penn-Fulton Hall, cor. Penn av. & Fulton st. C Julius Schueler, 400 Howard av. C M. C. Baldwin, 761 Hancock st. F E. F. Colbath, 2170 Fulton st. I

420—M'QUEEN, TWO HARBORS, MINN., meets 2d & 4th Sunday, 2:30 p. m., Masonic Hall. W. C. Truman. C W. R. Parker, L. Box 670. F A. N. Hunter, Box 6. I

421—J. D. LAYNE, EAST BUFFALO, N. Y., meets every Wed. eve. ng. 8:00 Weiden. R. F. Leflin, 1801 Bailey av. C W. A. McMullen, 514 Goodyear av. F W. E. McEwen, 160 May st. I

422—GOODLAND, KAN., meets every Wednesday, 2 p. m., K. of P. Hall. C P. J. McBride, Box 152. C H. K. Adams. F E. C. Wiley. I

423—TUSCUMBIA, ALA., meets 2d and 4th Sunday, 9 a. m., Masonic Hall. S. G. Ferguson. C S. J. Anderson. F E. O. Mays, 620 Holmes st., Huntsville, Ala. I

424—JERSEY SHORE, PA., meets every Monday, 7:30 p. m., Firemen's Hall, Miller blk. cor. Allegheny & Broad st. C. B. Brumough, V. Has., Pa. C M. E. Strauss, Vilas, Pa. I L. E. Scherer, Box 604. I

425—A. J. STEVENS, DENSMITH, CAL., meets every Wednesday 2 p. m., at Bristnetters Hall. F. J. Hollis. C H. G. VanFactor. F C. O. Bissell, Box 554. I

426—WILLIAM L. ALEXANDER, NEW ORLEANS, LA., meets 1st Monday, 12:30 p. m., & 3d Monday, at 8:30 p. m., I. O. O. F. Hall, Camp st. C J. H. Miller, Box 1218. C P. J. McDonnell, Box 1218. F John Galivan, 1416 Magazine st. I

427—W. H. REILLY, YOKUM, TEX., meets every Sunday, 8 p. m. I. J. Miller. C H. M. Phelps. F J. F. Conlon. I

428—MEZPAH, ST. LOUIS, MO., meets 1st & 3d Thursday, 1:30 p. m., Engineers Hall, over drug store, cor. Chouteau av. & Manchester Road. C F. B. Platt, 3864 Shaw av. C R. L. Sherry, 432 C Chouteau av. F J. W. Morrill, Pacific Mo. I

429—GALETON, PA., meets 2d & 4th Sunday, 9:30 a. m., Masonic Hall. Fred J. Balch. C Ed. D. Neff, Box 168. F E. A. Lacy, Box 168. I

430—TRINIDAD, COLO., meets 2d & 4th Sun., 2 p. m., I. O. O. F. Hall, Main st. Thos. O'Neil, 315 Buca st. C J. H. Pilkington, 219 Johnson av. F Geo. S. Long, 1513 Buena Vista st. I

431—BLUE VALLEY, FAIRBURY, NEB., meets 1st & 3d Thursday, 2 p. m. C J. A. Cuykendall. C O. B. Porter, 229 D. St. F H. M. Cyphers. I

432—LUXAPALLA, AVONDALE, ALA., meets every Sunday, 8:30 a. m., Moore's Hall. Geo. F. Garrett, 4302 2d ave. C Geo. T. Roberts, Box 9. F W. G. Jones, 218 S. 12th st. Col'bus, Miss. I

433—A. GURTE, HOISINGTON, KAN., meets 1st & 3d Tuesday, 8:00 p. m., Masonic Hall. James Gleedall. C E. H. Heath, Box 38. F A. Goodwin. I

434—G. E. HALLSTEAD, ELMINA, N. Y., meets 2d & 4th Sunday, 2 p. m. John H. Evans, 307 West C. Clinton st. C T. H. King, 378 Thurgate st. F Frank L. H. Gering, 122 Lake st. I

435—FLORAL, HARTLET, N. C., meets 2d & 4th Sunday, 2 p. m. C J. L. Powers. C J. R. Gorden. F J. C. Niemeyer. I

436—ALABAMA GREAT SOUTHERN, BIRMINGHAM, ALA., meets 1st & 3d Monday, at 9:30 a. m., Magnolia Lodge, 1. O. F. Hall, 3rd av. H. W. Elliott, 1824 1-2 3d av. C J. L. Haver, 806 E 20th st. F B. H. O'Brien, 204 Av G. I

437—T. WOLFEILL, CUMBERLAND, MD., meets 1st & 3d Sunday, 7:30 p. m. D. E. Fisher, 30 Columbia st. C G. Hendrickson, 286 Centre st. F E. B. Creel, 190 Virginia av. I

438—J. N. GALBRAITH, LAREDO, TEXAS, meets every Sun., 2 p. m., K. P. Hall. John J. Keasna, 1619W. Farragut st. C Phil Scott, 1506 Rosario st. F & I

439—RAY STATE, BOSTON, MASS., meets 2d Sun., 2:30 p. m., 4th Sun., 10:30 a. m., Lawrence Hall, 724 Washington st. W. G. Alexander, 23 Pond st, Hyde Park, Mass. C E. E. Potter, 300 So. Boston. F J. E. Dillingham, Millford, Mass. I

440—PLEASANT RIVER, HENDERSON, ME., meets 1st Mon. & 3d Tue., 1:30 p. m. Thos. Grimshaw. C O. H. Small, Box 66. F E. E. Ames. I

441—JAS. M. BOON, SYRACUSE, N. Y., meets every Thursday, 7:30 p. m., Welch's Hall, cor. Lodi st. and Hawley av. I. C. Ackerman, 114 Ashworth Pl. C John Scanlon, 720 E. Jefferson st. F E. Bosley, 1115 University av. I

442—ART, JONESBORO, ARK., meets 1st & 3d Sunday, 2 p. m., in Masonic Hall. W. S. Wilson. C R. M. Slight, 514 W. Monroe av. F & I

443—CORUR D'ALENCE, STANBURY, WASH-INGTON, meets 1st & 3rd Sun., 2:30 p. m. W. H. Barnhart, E. 2006 3d av. C H. O. Bingham. F J. T. Campbell, 1911 Gardner av., Spokane, Wash. I

444—E. L. RUSSELL, MURPHYSBORO, ILL., meets 2d Sun., & 4th Mon., 9 a. m. R. E. Mink, 127 W. Pine st. C W. H. Hackney, 1411 Walnut st. F & I

445—JOHN W. NELSON, FT. SMITH, ARK., meets every Sunday, at 1:30 p. m., in K. of P. Hall, 708 Garson av. F Geo. Daniels, 1002 N. 8th st. C Geo. Kirk, 1008 N. 6th st. F W. T. Harlan, 1211 N. 6th st. I

446—RIO PIERCE, ALBUQUERQUE, N. M., meets Thursdays, 2 p. m., K. P. Hall. C D. H. Klump. C O. J. Fenner. F C. A. Stowell, 686 So. Arno st. I

447—BRELVEY, O., meets 1st Sunday at 2:30 p. m., and 3d Friday, 7:30 p. m., B. L. E. Hall. C E. S. Cloud. C James W. Jones. F

448—S. H. SMITH, BLUEFIELD, W. VA., meets every Sunday, In B. of L. E. Hall, 9 a. m., L. Larus Bldg.
S. L. Ballance, 35 Rogers st. C
Geo. O. Bailey, 10 Carroll st. F
T. F. Weaver, Higginbotham av. I

449—MARSHALL, AMERICUS, GA., meets every Sunday, 2 p. m., Masonic Hall
Geo. H. Bittenberg, 616 Barlow st. C
C. A. Onipepper, 6 Loc st. F & I

450—HY. TACON, TUSCALOOSA, ALA., meets 1st & 3rd Sun., 9:30 a. m., Elks' Hall
P. H. Hannon C
R. B. McPherson F
D. R. Bettie, 122 Cheroh st., Montgo-
mery, Ala. I

451—RIVER STATE, DENVER, COLO., meets every Monday, 7:30 p. m.,
Woodmen's Hall, cor. S. 11th st. &
& 6th ave.
John W. Rice, 978 So. 10th st. C
Wm. J. Jones, 1027 So. 11th st. F
Geo. H. Scott, 134 W. 13th ave. I

452—H. W. OLIVER, BENNETT, PA., meets
1st & 3rd Sunday, 1 p. m., American
Mechanics' Hall,
Edw. Ross, 99 Ohio st., Millvale Stat.,
Allegheny, Pa. C
M. H. Butler, box 3, Callery, Pa. F
F. H. Hitchcock, 420 Samplest., Millvale
Station, Allegheny, Pa. I

453—POTOSI, SAN LUIS POTOSI, MEXICO,
meets every Monday at 2 p. m., O. R. O.
Hall, 4th Calle de Maltas No. 8.
E. P. Holt, Edison House. F & I
O. A. Blake, Edison House. F & I

454—J. R. GIFFEY, YOUNGWOOD, PA.,
meets 2d & 4th Sunday, 2 p. m., In
Love Bldg.
H. M. McFeaters, Box 145. C
J. M. Oramer F
Jacob Thomas, 21 W. Maple av.,
Greensburg, Pa. I

455—BLUE GRASS, LEXINGTON, KY.,
meets 2d & 4th Sunday, 8:30 a. m.,
Masonic Hall, Short st.
W. E. Wilkie, 236 E. High st. C
A. L. Lewis, 14 Arlington av. F
J. M. O'Geary, 488 E. High st. I

456—NORFOLK, VA., meets 2d & 4th
Sunday, 2 p. m., Pythian Hall—
J. B. Wassam, Olayhorn av. C
I. E. Henley, 122 Windsor. F & I

457—CENTENNIAL CITY, AIR LINE JUNC-
TION, O., meets 2d & 4th Sunday, 2
p. m., B. of L. E. Hall, 1835 Wayne
st.
Wm. Silliman, 689 Knower st., Toledo,
O. C
O. E. Moulton, 611 Knower st., Toledo,
O. F & I

458—JOHN FLAYER, CHICAGO, ILL.,
meets 1st & 3rd Sunday, 2 p. m., Ma-
sonic Hall, 3611 Archer av.
Chas. F. Losee, 261 98th st. C
O. P. Schaefer, 2175 35th E. st. F
Benton Oppess, 3648 Western av. I

459—DELOSS EVERETT, HARRISBURG,
PA., meets 2d & 4th Sunday, 1 p. m.,
Mauke Hall, 6th & Kalkreuth st.
Wm. J. Kinsey, 64 Kalkreuth st. C
Wm. K. Drake, 210 N. 6th st. F & I

460—W. J. HENPHILL, SPRINGFIELD,
ILL., meets 1st & 3rd Sunday, 2 p. m.,
Odd Fellows' Building, 5th Floor.
John J. Dorsey, 822 N. 6th st. C
F. M. Shields, 608 Encos av. F
O. D. Day, 1828 N. G. ave. I

461—S. B. TINKER, WABASH, IND., meets
Sundays 2 p. m., cor. Wabash & Canal,
J. W. Pyle, E. Main st. C
Geo. S. Ferguson, 154 N. Wabash st. F
G. W. Hayden, 172 Colfax av., Benton
Harbor, Mich. I

462—BORDER CITY, ARKANSAS CITY,
KANS., meets 1st & 3rd Monday, at 2
p. m., F. A. A. Hall.
Geo. W. Rain, 811 So. Ost. C
John Blenfaug, 517 So. D st. F
T. W. Roche. I

463—P. LEEDS, FORBES, KY., meets every
Sunday, 1 p. m.
H. H. Leary C
Robt. Clark F
Wm. Shively I

464—D. E. WATT, PITTSBURG, PA., meets
1st Wednesday, 12:30 & 3d Sunday, 10
a. m., Wetherell Hall, cor. 27th &
Sarat. sts., South Side.
Geo. Bugle, 204 Sedgwick st. C
John W. Moyer, 2711 So. Jane st. F
I

465—RENOVA, RENOVA, PA., meets 2nd
& 4th Sunday.
Alex. Kerby C
Chas. McGill, Box 469. F
W. K. Wright, Box 254. I

466—JAS. B. CHANEY, BELLWOOD, PA.,
meets 1st & 3d Sunday, 1:30 p. m.,
L. O. O. F. Hall.
Thos. Olsson C
Geo. Baker F
L. M. Waters, L. Box 215. I

467—THROSE, PA., meets 1st Wednes-
day and 3rd Sunday, K. of P. Hall,
cor. 10th st. and Penna. av.
A. L. Woodring, 1005 15th st. C
W. H. Huss, 1252 Lincoln av. F
W. Scott Smith I

468—GEO. W. WEST, CARBONDALE, PA.,
meets 2nd & 4th Sunday, 2:30 p. m.,
Leader Bldg., S. Main st.
D. E. Clark, 8 Maple av. C
Emery Hollis, 8 Archbald st. F
D. E. Parmeter, 225 Chestnut st.,
Scranton, Pa. I

469—DOMINION, OTTAWA, ONT., meets
alternate Sundays, beginning April
7th, Burgess Hall, cor. Bank & Fran-
John King, 135 McCord st. C
James Suddaby, 27 3rd av. F
P. Roy, 9 Second av. I

470—RED RIVER VALLEY, GRAND FORKS,
N. D., meets 1st Saturday, 7:30, and 3d
Sunday, 2:30 p. m., I. O. O. F. Hall.
John Downey C
L. L. Moebeck, E. Grand Forks, Minn.
W. F. Andrews, Box 67, E. Gr. Forks,
Minn. I

471—MISSOURI, TRENTON, MO., meet
every Monday 2 p. m., B. of L. E. Hall,
over Citizens' Bank.
J. E. Dipple C
W. W. Ogline F
W. W. Boyles, 206 McKinley st. I

472—DAVID M'CARROLL, PITTSBURG, PA.,
meets 2nd & 4th Sunday, 2 p. m.,
A. M. Church, 111 cor. 43rd & Butler sts.
M. B. Irwin, Oakmont, Pa. C
Thos. Wilson, 708 Swissvale av., Wilkins-
burg, Pa. F
Jas. Lowes, 607 E. 4th st., Oil City, Pa. I

473—CUMBERLAND, NASHVILLE, TENN.,
meets Mondays, 9:30 a. m., Odd Fel-
lows' Hall, cor. Church & High sts.
J. E. Fry, 804 Stevenson av. C
E. F. Bowers, 324 McTeara av. F & I

474—TWIN CITY, ST. PAUL, MINN., meets
2nd & 4th Sunday, 2:30 p. m., I. O. O. F.
Hall, 5th & Wabash.
A. M. Church, 110 4th st., N. Min-
neapolis, Minn. C
W. A. Hammond, 1607 Selby av. F
Frank Farrell, 365 Case st. I

475—COLORADO, SMITHVILLE, TEXAS,
meets every Wednesday, 7:30 p. m.
T. H. Young C
W. P. O'Rourke, Box 309. F & I

476—ROSEBURG, OREGON, meets 2nd &
4th Monday.
J. H. Wagenblast C
C. B. Patrick, Box 399. F

477—SEABRIGHT, M'ECHEEN, W. VA.,
meets 1st, 3d & 5th Sunday 1:30 p. m.,
F. & 2d & 4th Monday at 7:30 p. m.,
McMechen Hall.
H. J. Drummond, Box 191, Benwood,
W. Va. C
Ed. Murphy, Box 98. F
J. J. Cusack, Benwood, W. Va. I

478—G. O. CLINTON, JOLIET, ILL., meets
alternate Thursdays, 7:30, Castle Hall
Wm. T. Stone, 1110 Jackson st. C
Ed. Ashford, 1612 E. Washington st. F
R. P. Middleton, 110 Virginia st. I

479—LATOUR, FAIRVILLE, ST. JOHN,
N. B., meets 2nd & 4th Sunday, L. O. F.
King st.
Thos. McKenna, 234 Rodney st. C
C. E. Lamercaux, Fairville, N. B. F
J. R. Bartlett, Fairville, N. B. I

480—DELTA, CINCINNATI, O., meets 2nd
& 4th Sunday, G. A. R. Hall, Ridgely
& Eastern ave.
C. K. K. Ober, 258 Worth st. C
F. A. Gardner, 3636 Eastern av. F & I

481—G. B. GIBBENS, PARKERSBURG,
W. VA. meets 1st & 3rd Sunday, 2
p. m., A. O. U. Hall, Wetherell
Bldg., 417 Market st.
E. F. Augustine, 90 Gould ave. C
L. M. Grier, 1108 Gould av. F
J. Daniels, 119 7th st. I

482—MILO EASTMAN, EAST TAWAS,
MICH., meets 2nd & 4th Sunday, 2 p.
m., K. of P. Hall.
R. D. Culler, Box 238. C
John Swartz, Tawas City, Mich. F
Thos. Kennedy, 208 Chisholm st.,
Alpena, Mich. I

483—NASHU, N. H., meets 1st Saturday,
8 p. m., & 3rd Sunday, 4 p. m., Me-
chanic Hall, Main st.
F. P. Hoitt, 7 Belknap st. C
L. W. Tighe, 5 Vernon st. F
F. E. Warren, 5 Cottage ave. I

484—MONMOUTH, ILL., meets 2nd & 4th
Sunday, 1:30 p. m., I. O. O. F. Hall.
M. W. Brady C
E. E. Alders F
S. E. Spence I

485—H. GHAVES, LOTISVILLE, KY.,
meets every Monday, 9:30 a. m., 1830
Southgate st.
Thos. Shelton, 2164 St. Joseph st. C
W. B. Carley, 1619 W. Broadway. F & I

486—ALLANDALE, ONT., meets 1st Sun-
day, 4 p. m., & 3rd Tuesday, 8 p. m.,
Tralmen's Hall, Fisher Bldg.
Geo. Lawrence, Box 24. C
O. John F. Clark, Box 23. F
D. Cameron, Box 112. I

487—A. B. VOINSONG, ST. LOUIS, MO.,
meets 1st & 3rd Monday, 8 p. m.,
Brighton Hall, Broadway & Salls-
burgh st.
John P. Collins, 118 North B st. C
Joseph C. Reynolds, Box 182, Madison
Ill. F & I

488—GRAND VALLEY, GRAND JUNCTION,
COLO., meets every Tuesday, 1:30 p. m.,
Masonic Hall.
G. A. Olson, 238 Grand av. C
H. P. Mitchell, 404 South ave. F
Geo. Gordon, 315 White av. I

489—DANIEL BOONE, COVINGTON, KY.,
meets every Monday, 8:30 a. m., Oster-
holts Hall, 1916 Madison ave.
Geo. Ehrig, 1063 Madison av. C
F. E. Wilson, 23 & 25 East 20th st. F
E. K. Manson, Box 172, Latonia, Ky. I

490—CORK PALACE, SIOUX CITY, IA.,
meets 1st & 3d Sunday, 1:30, Top
Floor Chamber of Commerce Bldg.,
cor. 4th and Jones st.
W. W. Bowers, 1340 Court st. C
H. T. Carney, 115 10th st. F
Leander A. Cline, 23 Blumarch st. I

491—S. H. H. CLARK, KANSAS CITY, KANS.,
meets 1st & 3rd Saturday, in Old
Masonic Hall, 6 & 7 Minnesota av.
R. H. Brant, 1914 Washington st.,
Kansas City, Mo. C
Jas. Corrigan, 584 River View av. F
W. Cookson, 11 So. 7th st. I

492—L. A. THOMAS, INDIANAPOLIS, IND.,
meets 2nd & 4th Sunday, 2 P. M., O. R.
C. Hall, 136 N. Delaware st.
A. E. Martin, 1243 Spann av. C
E. W. Davis, 1219 English av. F
L. A. Thomas, 451 Virginia st. I

493—G. L. PECK, TOLEDO, O., meets 1st
and 2nd Monday 2 p. m.; 3rd Tuesday
7 p. m.; 4th Sunday, 2 p. m.
C. B. Senman, 1145 Utah st. C
B. B. Butte, 1144 Clark st., East
Toledo, O. F & I

494—ELDR CITY, MINNEAPOLIS, MINN.,
meets 1st Sunday, 2:30 p. m., & 3rd
Monday, 7:30 p. m., B. of L. E. Hall,
cor. Central & 25th aves., N. E.
J. E. Malhotra, 257 Pierce st., N. E. O.
J. N. Morrill, 2569 Pierce st., N. E. F
J. E. Duteh, 1017 27th av., N. E. I

495—MONTGOMERY, ALA., meets Wed-
nesdays, 2 p. m., Odd Fellows' Hall,
cor. Perry st. & Dexter av. C
C. O. Deviney, 110 Herron st. C
F. W. Crenshaw, 221 N. Lawrence st. F
H. J. McGrade, 511 Columbia st. I

496—W. WILCOX, TEXARKANA, TEX.
meets 1st & 3d Sun., 3 p. m., K. P. Hall.
J. L. Caudle C
W. A. Smith, 612 State st. F
Wm. Wright, 806 Olive st. I

497—COLTWIN'S, TORREON, COAH., MEX.,
meets 1st & 3d Sunday, B. of L. E. Hall,
G. P. Jennings, Box 96. C
C. W. Holly, Box 96. F
William Speakman, 78 Colisio, Dy-
rango, Mex. I

498—JOHN H. WINDER, ABBEVILLE, S. C.,
meets every Sunday, 3 p. m., B. of L.
E. Hall, Public sq.
J. E. Wilson, Box 61. C
G. H. Hall, Box 84. F & I

499—J. RYAN CLEVELAND, KALISPELL, MONT.,
meets 2d & 4th Wednesday, 2 p. m.,
H. W. Egan, 233 7th av. west. C
P. G. Gatersohn, Whitefish, Mont. F
R. Pauline, 2nd ave. East. I

500—J. H. KELLY, CLEBURNE, TEXAS, meets every Sunday, 2:30 p.m., O. B. C. Hall.
 H. C. Moore, Box 894.
 Patrick J. Flood, Box 884.
 Fitzpatrick, 619 N. Main st. F

501—TARRANT DIVISION, FT. WORTH, TEXAS, meets every Sunday at 10 a.m., I. O. F. Hall, 104 Houston st.
 T. G. Knight, 101 E. Weatherford st. C
 Clara Rutherford, 1018 E. Weatherford st.
 A. L. Phillips, 1216 Peach st. F

502—C. WESTERN, KANSAS CITY, MO., meets 2d Monday, at 2 p.m., & 4th Saturday at 8 p.m., in I. O. F. Hall, Penn st., near cor. of 16th st.
 W. H. Meall, 1658 Jefferson st. C
 D. J. Spencer, 1211 Reservoir st. F
 L. A. Buchner, 1644 Madison av. F

503—W. S. MORRIS, IONIA, MICH., meets 2d & 4th Sunday, I. O. F. Hall.
 John Ikener.
 Chas. L. Dolson, 304 N. Jefferson av. F
 F. H. Williams, Box 1899. F

504—C. A. BROADWAY, CT. FALLS, MONT., meets 1st & 3d Sunday, 2 p.m., Odd Fellows' Hall.
 R. B. Stoddard, 408 6th av. N.
 Joseph Houle, 618 1st av. S. W.
 John A. Webber, 409 5th st. S. W. F

505—ANCHOR, LAJUNTA, COLO., meets every Wednesday, 2 p.m., K. P. Hall.
 Geo. Mackie.
 Wm. A. Williams.
 Ed. Robinson, Box 68. F

506—THOMAS FITZGERALD, BRUNSWICK, MD., meets 1st & 3d Sunday, 1:30 p.m., K. of P. Hall.
 O. O. Marks.
 R. H. Earle, Box 65. F
 W. Sutter, L. Box 307. F

507—E. BUTLER, MONETT, MO., meets Mondays, 2 p.m., B. L. E. Hall.
 F. D. Davis.
 L. A. Blood.
 James Heyburn. F

508—TICONIC, BANGOR, ME., meets 2d & 4th Sunday, 2:30 p.m., McGuire Bldg., cor. Main & Union sts.
 J. J. Boothby, 63 Dillingham st. O
 T. J. Ferry, 86 Walter st. C
 W. H. Welch, 10 Fatten st. F

509—JOHN J. CONRAD, MOUNTGODON, PA., meets 1st & 3d Sunday, 2 p.m., Brotherhood Hall, Penn st.
 T. H. Gorsuch, 828 Mifflin st. O
 Geo. F. Godard, 1800 Mifflin st. F & I

510—THUNDER CREEK, MOOSE JAW, N. W. TENN., meets 1st Monday & 3d Friday, 10 o'clock, Masonic Hall.
 Geo. Glassford.
 John McAllister, Box 184.
 John Wellington, Box 112. F

511—PORTSWOUTH, O., meets 1st, 2nd, 3rd and 4th Sunday, at 1 p.m., Flood & Blake Hall, East Gallia st.
 Chas. Mongan, Kenova, W. Va.
 A. L. Jackson, 1821 Mound st. F & I

512—EGYPTIAN, EAST ST. LOUIS, ILL., meets 1st & 3d Sunday, 2 p.m., Geary's Hall, Main st.
 M. Kresson, 617 Pennsylvania av.
 W. J. Smith, 806 Bond av. F & I

513—JEFFERSON LEVY, CHARLOTTEVILLE, VA., meets 1st & 3d Monday, 1 p.m., Masonic Temple, E. Main & 6th.
 L. D. Payne, 839 Market st.
 W. J. Jones, 218 Levy av.
 L. H. Tompkins, Ridge st. F

514—JERE BAXTER, NASHVILLE, TENN., meets every Sunday at 2 p.m., Maxwell Hall, cor. Market & Center sts.
 C. A. Sneedden, 58 University st.
 J. L. Bailey, 114 Wharf av. F & I

515—SEVEN CASTLES, BASALT, COLO., meets every Wednesday, 2 p.m., I. O. O. F. Hall.
 James Fahney.
 A. M. Danielson, L. Box 16.
 F. B. W. Burgin. F

516—E. W. WINTER, ST. PAUL, MINN., meets 1st & 3d Sunday, 2 p.m., Capitol City Hall, 1083 West 7th st.
 E. Peel, 839 Tuscarora st.
 Geo. E. Foote, 859 Daley st.
 T. T. Hart, 709 Tuscarora. F

518—PALMERSTON, ONT., meets 2d & 4th Sunday, A. O. U. W. Hall.
 Fred Heeslewood, Box 67.
 Jas. F. Drummond, Box 63. F & I

519—COLUMBIA, CHICAGO, ILL., meets 1st & 3d Saturday, 8 p.m., n. w. cor. 92d & Erie sts. S.
 O. O. Baumer, 632 E. 72d st.
 John D. Day, 5515 Armour av. F & I

520—EAST TORONTO, ONT., meets 1st & 3d Tuesday, 8 p.m., Stephenson Bldg., Peter McLucickie, Box 58.
 T. J. Looney, Box 58. F & I

521—SILK CITY, PATERSON, N. J., meets 2 Sunday, 10 a.m., & 4 Sat. 8 p.m., Sons of Veterans Hall, 145 Broadway.
 John W. Matthews, North Paterson, N. J.
 O. Montano, 125 Magnolia av., Jersey City.
 C. VanBlarcom, 195 5th ave. F & I

522—W. S. BRADLEY, CHICAGO JUNCTION, O., meets 1st & 3d Thursday at 7:30 p.m., & 2d & 4th Monday at 7:30 p.m., H. of L. E. Hall.
 James McElligott.
 J. Archet, Box 398.
 E. Heacock, Box 317. F

523—CHICKASHA, CALDWELL, KANS., meets every Monday, 2 p.m., I. O. O. F. Hall.
 Harry A. Decker, Chickasha, I. T.
 W. T. Field, L. Box 107.
 W. J. Fitzgerald. F

524—LADY, VAN BUREN, ARK., meets every Mon., 2:30 p.m., I. O. O. F. Hall.
 E. C. Bush.
 E. E. Delaney, L. Box 953.
 T. S. Constant. F

525—VALLEY JUNCTION, IOWA, meets 1st & 3d Sunday, 2 p.m.
 R. E. Nash.
 O. Vandenberg, Rural Delivery No. 3.
 Perry, Iowa. F

526—HAWKEYE, BELLE PLAINE, IA., meets 1st & 3d Monday, 3 p.m., in Firemen's Hall.
 W. W. Elliot.
 P. F. Rucker, Box 1915.
 Thom. Murray. F

527—NICKY FREE, PITTSBURGH, IAS., meets every Monday, 2 p.m., Odd Fellows Hall, West Fifth st.
 John Brennan, 302 E. 8th st.
 W. Herriman, Box 561.
 Wm. Palmer, 607 N. Elm st. F

528—W. C. VAN HORNE, LONDON, ONT., meets 1st & 3d Sunday, Society Hall, 664 Dundas st.
 Wm. Upthegrove, 707 Waterloo st.
 G. Dowling, 383 Central av.
 Jas. Koddick, 662 Central av. F

529—HILDE, ST. THOMAS, ONT., meets every Tuesday, 2 p.m., I. O. O. F. Hall, Megan & Regan Bldg., Talbot st.
 David Britt.
 J. C. Bain, Box 1192.
 Chas. Farmer, 68 Flora st. F

530—COMMERCE DIV., COMMERCE, TENN., meets every Wednesday, 2 p.m., E. of G. E. Hall, Locust st.
 G. W. Worley.
 D. B. Tipton.
 Wm. Fox. F

531—A. C. HITCHINSON, ALGIER, LA., meets Monday, 10 a.m., Renick's Hall, cor. Patterson & Vallett st.
 E. E. Conery, 311 Bellville st.
 Aug. P. Dupuis, 617 Atlantic av.
 E. A. Calhoun, 841 Vallette st. F

532—THOS. JEFFERSON, RICHMOND, VA., & 4 Tuesdays, 10:30 a.m., in Smith-Edwards Hall, cor. 3rd and Broad st.
 C. S. Perry, 2305 E. Broad st.
 O. J. D. Lawrence, 517 W. 12th st., Manchester, Va.
 W. J. McAllister, 1114 Porter st., Manchester. F

533—F. B. GRIFFITH, EAST BUFFALO, N. Y., meets 1st & 3rd Tuesday, 8 p.m., Winton's Hall.
 D. H. Williamson, 840 Gold st.
 J. C. Heisenbuttle, Sloan, N. Y. F & I

534—RANKIN, ILL., meets 1st & 3d Sunday, at 2 p.m., 2d & 4th Wednesday, at 7:30 p.m., I. O. O. F. Hall.
 Benton McAtee.
 J. J. Hartman. F & I

535—GOLDEN RULE, RAT PORTAGE, ONT., meets 2d & 4th Thursday, Odd Fellows' Hall.
 Fred O. Mann.
 R. H. Phillips.
 T. N. Bryans. F

536—LANGLADE, ARTIGO, WIS., meets 2d & 4th Sun., 2 p.m., Odd Fellows' Hall, James Kang. F

537—J. C. CLARKE, BERIDIAN, MISS., meets every Sunday, 9:30 a.m., B. of W. H. Hall.
 W. H. Kigin, 18th av. bet. 12 & 13 st. O
 T. H. Dease, South Side.
 J. McDonnell, 1807 6th st. F

538—OTTUMWA, IOWA, meets 2d & 4th Sunday, 2 p.m., Labor Hall 2d st. between Court & Market.
 F. W. Prior, Marion, Ia., Linn Co.
 Geo. Kissinger, 901 W. 4th st. F & I

539—JACOB HENRY, HAILEYVILLE, IND. TER., meets 1 & 3 Sunday, at 10:30 a.m., in Whitley Hall.
 Arthur Hancock, Box 93.
 Jeh Moore, L. Box 88.
 F. J. Hasler, 227 N. Market st., Shawnee, O. T. F

540—TUMWATER, LEAVENWORTH, WASH., meets 2d Sunday, 10:30 a.m., & 4th Sunday, 2:30 p.m.
 J. M. Daley.
 James Mackey.
 E. G. Spence. F

541—STATES ISLAND, N. Y., meets 2d Thursday 8 p.m., 4th Sunday 10 a.m., Atlantic Hall, 136 Canal st.
 Frederick Green, 5 Washington st.
 Wm. Darnell, Box 80, Mariner's Harbor, S. I.
 Philip Carroll, 59 Butler Place, Rose Bank. F

542—EASTERN, CLEVELAND, O., meets 2d & 4th Tuesday at 8 p.m., in Washington Army, St. Clair st., near Alabama.
 W. S. Ballard, 680 Lake st.
 A. M. Shadbolt, Box 175, Collinwood, O. F

543—ANTHRACITE, KINGSTON, PA., meets 1st & 3d Sunday, 2 p.m., I. O. O. F. Hall.
 Z. F. Keller, 828 College ave.
 O. D. H. Evenson, 246 Ridge ave. F & I

544—PAN-AMERICAS, EAST BUFFALO, N. Y., meets 1st & 3d Sunday, 2 p.m., Witzleben Hall.
 John Covey, 275 Cable st.
 Wm. F. Cable, 224 Gold st.
 Wm. Murphy, 224 Gold st. F

545—T. L. BOYD, CHICAGO, ILL., meets 1st & 3d Sunday, 2:30 p.m., Hopkins' Hall, 628 W. 63d st.
 Frank Noakes, 6726 State st.
 E. O. Taber, 6189 Indiana av.
 N. McFarland, 6008 Wabash av. F

546—GOLDEN CIRCLE, CANON CITY, COL., meets 1st & 3d Mon., 7:30 p.m., Elks' Hall.
 Fred F. Karna, Box 655.
 M. H. May, 1015 Greenwood av.
 E. T. Disney, Box 274. F

547—HIWASSEE, BLUE RIDGE, GA., meet every Sunday, 3 p.m., Masonic Hall, S. R. Felmet.
 C. W. Sparrow.
 S. A. Garwood, Marietta, Ga. F

548—PERT, IND., meets 1st & 3d Tuesday 7:30 p.m., Schmolli Bldg., cor. 6th & Broadway st.
 W. A. Hammond, 104 West 7th st.
 A. F. King, 186 W. 6th st.
 Geo. Redmon, 204 W. 6th st. F

549—GREEN LAKE, WILLMAR, MINN., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall.
 G. W. Tyler, Box 468.
 Chas. Oram, Box 201. F & I

550—DELPHOS, OHIO, meets in G. A. R. Hall, 1st & 2d Sunday, at 2 p.m.
 O. M. Waldo, 787 South Jackson.
 G. B. Richeson, Box 238.
 Wm. Van Gelsen. F

551—FRED NEWINER, BRIDGEPORT, O., meets 1st & 3d Sunday, 1 p.m., Macabees' Hall.
 J. J. Liggott.
 E. O. Hogan, Box 201. F & I

552—J. T. JONES, GULFPORT, MISS., meets 1 & 3 Sun., 3 p.m., Price Bldg., J. G. Neno.
 A. Stockdale, Box 298. F & I

553—SAN JOAQUIN, FRESNO, CAL., meets every Tuesday, 7:30 p.m., 1031 J st.
 J. H. Adams, 455 I st.
 Calvin Rich, 627 F st.
 Geo. C. Ellis, Lock Box 125, Point Richmond, Cal. F

554—CHAS. COBB, ARGENTA STATION, LITTLE ROCK, ARK., meets every Monday, 3:30 p.m., Humphreys' Hall.
 W. H. Taylor, Box 101.
 J. O. Williams, 73 Pine St. F

655—TWENTIETH CENTURY, SIOUX CITY, IA., meets 2d & 4th Sunday Krummann's Hall, cor. 4th & Court st. Clarence Wells, 1830 Jennings St. O H. D. Bales, Box 300, Lake City. F C.A. Bates, Box 603, Carroll, Iowa. I

656—J. L. PARISH, NEW FRANKLIN, MO., meets every Fri., 7 p.m., K.of P. Hall, M. K. & T. Ry. H.S. Russell, Box 97. F.E. Eppenaar. F F. Asplemeir, Box 117. I

657—EDISON, FORT MONMOUTH, VA., meets 2d & 4th Sun., 2 p.m., Pinners P., Hall, Pinners. A. F. T. Beazley, 100 N. Cook St., Portsmouth, Va. O V. L. Edmunds, Pinners, Va. F J. E. Sparkman, 102 Pearl st., Portsmouth, Va. I

658—DRUMMOND, MADLOW, P. Q., meets 1st & 3d Sunday, 8 p.m., Town Hall, James Foley. O G. A. Guenette. I M. Normand. C

659—BESSNER, PROCTOR KNOTT, MINN., meets 2d & 4th Sun., 2 p.m., Town Hall, Geo. H. Carlton. O J. S. Brown. F F. S. Bird. I

660—THOMAS F. POWLER, NORWICH, N. Y., meets 2d & 4th Sunday, 2:30 p.m., T.O.G.T. Hall, N. Broad st. E. J. Ferguson, 24 Mayfield st. O Geo. Kennedy, Sidney N. Y. F Geo. Brock, Grove av. I

661—N. W. SAMPLE, MINTURN, COLO., meets every Wednesday, 3 p.m. O J. O. Lowwell, Salida, Colo. I G. E. Dunca. F Geo. W. Buehr. I

662—KITCHENER, SCHREIBER, ONT., meets 1st & 3d Friday, 2:30 p.m. T. McBride. O A. Bilbe. F & I

663—ROYAL CRANBROOK, B. C., meets 1st & 3d Wednesday, I.O.O.F. Hall T.S. Gill, Box 14, Mayfield. O Thomas Wardman, Box 68. F J. H. Caslake, Box 45. I

664—COFFER LEGOT, HANCOCK, MICH., meets 2d & 4th Sunday, 2:30 p.m. Bonjeau's Hall, Quincy st. P.O. Murphy, 312 Hancock st. O A. J. Lord, 709 Quincy st. F&I

665—TIN CITY, NEW CASTLE, PA., meets every Wednesday 7 p.m. except the 3d Wednesday of each month. H. P. Daugherty, 21 W. Madison ave., Sta. B. O J. H. Mollivenny, 617 Mahoning av., Sta. B. F & I

666—FRANK GRIFFIN, DEL RIO, TEX., meets Tues., 9:30 a.m., K. of P. Hall, W. S. Gibbons. O E.E. Thompson. F & I

667—QUINCY, MILAN, MO., meets 1st & 3d Sunday, 2:30 p.m., in B. of L. E. Hall. James Leeper. O C. O. Hammond, 1001 Vermont st., Quincy, Ill. F&I

668—CHOCTAW, DENIBON, TEX., meets every Monday, 2 p.m., Woodmen's Hall, 23 W. Woodmen St. Wesson's G.A. Sommer, 630 W. Owing st. O W.H. Gallagher, 807 So. Barrett av. F&I

669—RICH MOUNTAIN, MENA, ARIZ., meets every Monday, 3 p.m., K. of P. Hall. O A. E. Covert. O C.F. Easterdy. F A. M. Powers. I

670—HARRY MURRAY, PUEBLA, MEX., meets every Tuesday, 8 p.m., Calle de Palafox, No. 2. G. L. Kreglebright, Calle de Espen-dola, No. 2. Fred. T. Fox, Meson de Soas, No. 1. F Chas. Edmunda, 2d Benito Juarez St., I. 1, Puebla Rep. of Mexico. I

671—ATEKE, ACAMBARO, MEX., meets every Sunday, 2 p.m., Calle de La Africana, No. 10. O. J. Holmes. O D. J. Hicks. F&I

672—MT. LAFAYETTE, WOODSVILLE, N. H., meets 1st & 3d Sunday, 2 p.m., K. of P. Hall. O W. Wear, Smith st. O P. O. Smith, Elm st. F

673—GRREVILLE TEX., meets 2 & 4 Sunday, at 1:30 p.m., in Trades Assembly Hall, West Lee st. D. M. Robinson. O John O. Penn. F J. L. Redmon, 263 W. Folk st. I

674—CHILDRESS, TEX. A.B. Ewing, Wichita Falls, Tex. O Ed. Hartzell, Box 282. F&I

675—MONTEZUMA CHIHUAHUA, MEX., meets 2d & 4th Sunday, 2 p.m., 209 Calle Independencia. Thos. W. Kirk, Box 143. O W.E. Esterly, Box 143. F E. Collin, Box 143. I

676—MOUNT CARLETON, MILVARY, WASH., meets 1st & 3d Sunday, 2:30 p.m., A.O.U.W. Hall. N. J. Bostwick, Box 228. O W. M. Pannon, Box 228. F J. C. Lawson. I

677—MEADOW LAKE, MATTOON, ILL., meets 2d & 4th Sunday, Carpenter's Hall, cor. Broadway & 12th. O John M. Rowiter, 2421 Prairie av. O Wm. Wesley, 2701 Cottage av. F R. B. Nolte, 2600 Western av. I

678—RED RIVER, SAFPALA, IND. TER., meets every Monday. John Cross. O Geo. Calder. F W. L. Miller, L. Box 375. I

679—E. J. HASKER, KHOLT, B. C., meet 2d & 4th Saturday, 2 p.m. in Needham's Hall. J. F. McKarracher. O Thos. K. Needham. F A. Kenward. I

680—WHITE CITY, CHICAGO, ILL., meets 2d & 4th Sunday, 2 p.m., cor. 53d Court & Halstead st. Edw. Daryl, 505 East 43d st. C T. J. Rehnor, 604 Locust st. F Thos. J. Garland, 5208 Carpenter st. I

681—ATLANTIC, GLACE BAY, CAPE BRETON, meets 2d Sun., 4th Sat. Odd Fellows Hall, Commercial st. D. W. McDonald, Union st. O Daniel P. McKenzie. F Alex. McNeil. I

682—ANGUS BROWN, CHICAGO, ILL., meets 2d & 4th Sun., 8 p.m., Lillies Hall, Robey & Taylor sta. H. O. Whitney, 518 So. Robey st. O Frank Duffy, 1125 W. 18th st. F Harry Johnson, East Chicago, Ind. I

683—ATIKOKAN, WINNIPEG, MANITOBA meets 2d & 4th Friday, Albert Hall. W. Walker, Dauphin, Manitoba. O W. Crawford, 674 B. Central st. F Chas. Harrison, 231 Garry st. I

684—JOHN C. HONER, PORTSMOUTH, O. C. O. Bothwell, 427 E. 11th st. O R. W. Nichols, 123 Ontario st. F W.A. McQuin, 405 East 6th st. I

685—A. W. MACHIN, HER MO'GEE, LA., meets every Friday, 7:30 p.m., K. of P. Hall. E. L. Morgan, Box 84. F F. M. Vanhooser, Box 34. F E.M. Buckalew, 1411 Willow st., North Little Rock, Ark. I

686—ACADIA, STELLARTON, N. S., meets 1st Tuesday & 3d Friday, McIntosh's Hall. John H. Campbell, Box 586, New Glasgow, N. S. O R. W. Nicholas, Box 955, Pictou, N.S. F A. J. Spruill, Box 231, Pictou, N.S. I

687—COMANJILLA, SINALOA, MEX., meets Sundays, 2:30 p.m., Masonic Hall. E. S. Russell, 2 Calle de Loreta. O R. S. Davis, Calle del Capulin 25. F&I

688—GRINDSTONE, HOULTON, MAINE, meets 1st & 3d Sunday, 2:30 p.m., in Perks Hall. John O'Leary, Box 570. O C. O'Connell, 23 Columbus st. F E.W. Dudley, Caribou, Maine. I

689—JOHN HENNEY, NEW YORK CITY, meets 2d Sun., 10 a.m., & 4th Sun., 5:00 p.m. Loeffler's Hall, 148th & 4th Wille av. W. R. Harley, 604 East 132d st. F J. H. Connelly, 952 East 134th st. F I. B. Cochran, 228 East 124th st. I

690—GOLDEN LEAF, CONWAY, PA., meets 1st Monday at 1:30 p.m., and 3d Tuesday at 5:30 p.m., in Maccabee Hall, Easton, Pa. M. Hays, Agnew, Pa. O H. Culver, Freedom, Pa., Box 386. F

691—CLOUTCROFT, ALABAMA, R. M., meets every Monday, 2:30 p.m., Masonic Hall. O J. B. Prothro. O A. C. Teas, Box 31. F W. D. Cunningham. I

692—DALHART, TEXAS.—Meets 1 & 3 Sunday at 2:30 p.m., Federation Hall. J. D. McDonald. O F. J. Farrington. F W. A. Bottorf, Box 124. I

693—SOLDIER SUMMIT, HELPER, UTAH, meets every Sun., 2 p.m., K.of P. Hall. W. A. Robertson, Helper, Utah. O J. J. Hoffman, Box 96. F T. J. Fitch, Box 96. I

694—MEXICAN CENTRAL, JIMULCO, MEXICO, meets 2nd & 4th Sunday. O C. H. Farris. F J. C. Terry, Apartado No. 3, Jimulco, Mex. I

695—HOME SEEKERS, CAPE GIRARDEAU, MO., meets in K. of P. Hall, Main st., 1st & 3d Sunday at 2 p.m. O C. K. Taliaferro, 309 Middle st. O L. W. Wesley. F A. L. Phillips. I

696—ATLANTIC CITY, N. J., meets 1st & 3d Sunday in Red Men's Hall, Atlantic & Michigan aves. Phillip Stolberger, Jr., 701 N. Arkansas av. O Mathew Lantry, 305 Mercer st. F Gloucester, N. J. Wm. H. Cannon, 535 Mt. Vernon st. Camden, N. J. I

697—ABE SCHINDLE, ST. JOSEPH, MO., meets 1 & 3 Monday, 2:30 p.m., in I. O. O. F. Hall, St. Joseph ave., Woodson st. W.E. Newlove, 1222 N. 4th st. O Frank Monroe, 244 North 7th st. F H. Mansfield, 2822 St. Joe ave. I

698—MARTIN GANTER, RICHMOND, IND., meets 3d Tuesday, at 8 p.m., 14th Sunday, at 1:30 p.m., in Dickson Bldg., cor. 9th and Main sts. Thos. M. Hoey, 300 N. 13th st. O W. L. Scott, 810 N. 12th st. F & I

699—PORT ARTHUR, SHERREFOOT, LA., meets every Monday, at 7:00 p.m., in McAdam's Hall. J. M. Watson, 703 Park av. O K. A. Young, 1729 Park av. F&I

700—GEORGE D. BROOKS, MARSHALL-TOWNS, IOWA. O B. A. Collins, 405 W. Nevada st. O R. A. McMain, 309 So. 1st av. F&I

701—LAFAYETTE, JERSEY CITY, N. J., meets 2d & 4th Sunday at 10 A. M., in Masonic Hall, cor. Pacific ave. and Main st. James B. Voorhes, 45 Monitor st. O J. A. McGregor, 160 Bright st. F J. B. Hoffman, 6 Boltwood st. I

702—J. T. MARMAN CHAMPAIGN, ILL., meets 2d Sun. & 4th Mond. at 2 p.m. P. L. Hayes, 104 W. Springfield ave. O E. O. Sabin, 435 W. Clark st. F E. S. Scudder, 216 W. Vine st. I

703—LUDLOW, KY. meets 1st & 3d Thursday Masonic Temple, corner Elm & Kinzer sts. H. G. Orsinger, Box 65. O John Conlin, Box 28. F T. J. McGann, L. Box 69. I

704—GEO. A. HASCOTE, SHERMAN, TEXAS, meets 1st and 3d Saturday at 2 p.m., in Woodmen's Hall. James Turfitt, 1012 E. Williams st. O R. O. Shipley, 1108 E. Williams st. F J. T. Robertson, 1014 E. Williams st. I

705—NORTHERN IOWA, ESTHERVILLE, IOWA, meets 1st & 3d Sunday at 2 p.m. in K. of P. Hall. Oe Dillon. O F. K. Kilgore. F W. McArdie, 222 N. 6th st. I

706—ELMO, ST. ELMO, ILL., meets 2d Monday & 4th Tuesday 7:30 p.m., at O.R.C. Hall, over Rodgers Drug Store G. R. Miller. O R. E. Owen. I

707—SUN RISE, CALAIS, MAINE, meets 1st & 3d Sunday at 1 p.m. in K. of P. Hall. W. L. Wheeler, Box 270, Eastport. O Chas H. Bartow. F H. A. Robinson, Box 227. I

708—NEW JERSEY SOUTHERN LAKE—HURST N. J., meets in Red Men's Hall, 2d & 4th Sunday at 1:30 p.m. W. J. Morton, Box 24. O

600—OKLAHOMA, SLEAWE, O. T., meets 2d and 4th Sunday, 1:30 p. m., in Elks Hall, cor. Main & Beard sts. James McNeerney, 125 N. Park st. O. J. Cornish, 217 Beasrd st. F. Wm. Martin, 204 So Minnesota st. I

610—TENNESSEE RIVER, PADUCAH, KY., meets 1st & 3d Sunday at 9:30 a. m. in Barkadales Hall, 5th & Jones st. G. Herring, 523 So. 3d st. C. B. H. Pixley, 1003 So. 11th st. F & I

611—W. E. HORSE, ELDON, MO., meets 1st & 3d Sun., 2 p. m., 2d & 4th Tues. E. P. Mason, C. Hall. E. L. Collins, Box 325. O. E. A. Brittingham, Box 236. F. G. E. Smith. I

612—KEL RIVER, LOGANSPOET, IND., meets 1st & alternate Sundays at 9:30 a. m. in New Ben Hur Hall, corner 4th & Broadway. Frank E. Gross, 213 7th st. C. C. O. Bruges, 113 1/2 Sycamore st. F. Hunry Swager, 1015 Lindin av. I

613—L. WILL, CHICAGO, ILL., meets 1st & 3d Sunday at 2 p. m. in Turner Hall, 3149-47 State st. E. A. Cook, 5222 Dearborn st. O. G. Bigelow, Creste Hill. F. O. F. Bradford, 439 31st st. I

614—SADDLE MOUNTAIN, MONTEREY, MEXICO, meets every Wed., 7:30 p.m., Shepards Hall. J. M. Gillis, Box 105. Geo. R. Ford, Box 105. F. O. W. Ellison, Box 105. I

615—ALEX. STRATHERS, SR., DOUGLAS, ARIZONA, meets 1st & 3rd Sunday at 7:30 p.m., in A. O. U. W. Hall. A. Lovett. C. F. U. Armstrong. F. Fred Fitch, Box 20L. I

616—BROOKFIELD, MO., meets in I. O. O. F. Hall, Main st., every Tuesday at 1:30 p. m. M. E. Campbell, Box 175. F. R. Halliburton. F&I

617—NATURAL TUNNEL, BRISTOL, VA., meets 1st & 3rd Sunday at 1:30 p. m. in Masonic Hall. R. W. Dougherty. C. L. A. Bonham, care V&S. W. shops. F&I

618—BADGER, PORTAGE, WIS., meets 1st & 3d Sunday 2 p. m., Trainmen's Hall, Eulberg Bldg. P. F. Riley, 353 E. Cook st. C. T. C. Murphy, 321 W. Marion st. F. Wm. Washburn; 234 Oneida st. I

619—WE REESE, BUTLER, PA., meets 2d and 4th Sunday at 2 p. m. in Reiber bldg, cor. Main and Cunningham. S. R. Snyder, 233 E. Jefferson st. C. O. E. Hunter, 352 Centre ave. F & I

620—MART, TEX., meets every Sunday at 9 a. m. in Bowers Bld. W. G. Bailey, Box 237. C. W. E. Randolph, Box 85. F. John Johnson, Box 237. I

621—WYMORE, NEB., meets 1st and 3d Sunday at 2 p. m. in I. O. O. F. Hall. P. F. Newell, Box 41. G. G. O. Hockett, L. Box 15. F

622—ALLIANCE, NEB., meets at 2 p. m. 1st & 3d Sun. at I. O. O. F. Hall. S. A. Franklin, B. 301, Alliance, Neb. O. A. Gleason, B. 301, Alliance, Neb. F

623—W'COOK DIVISION, W'COOK, NEB., meets at 2 p. m. 1st & 3d Sundays in I. O. O. F. Hall. W. M. Wood, Box 227. C. H. E. Culbertson, B. 115. F. C. K. Putnam. I

624—SHERIDAN, WYO., meets of 2 p. m. on 1st & 3d Sundays, I. O. O. F. Hall. G. E. Johnson, Box 743, Sheridan, Wyo. Wm. Fane, 608 Broadway. F&I

625—ST. ANTHONY, MINNEAPOLIS, MINN., meets 2d Sunday at 2:30 p. m. & 4th Sunday at 7:30 p. m. in A. O. U. W. Hall, 229 Central ave. J. V. Piper, 700 Madison st. N. E. F. O. Amil Skog, 436 Pedmore st. N. E. F

626—MOUNTAIN CITY, DU BOIS, PA., meets 1st Sunday at 1 p. m., and 3d Sun. at 7:30 p. m. Whitehead Hall. S. J. Baird. C. F. S. Brand. F&I

627—CRANDALL, ALLIANCE, O., meets 2d & 4th Sunday, Modern Woodmen's Hall, East Main st. P. A. Albert. I

628—EMORY SPEER, CEDARTOWN, GA., meets 1st&3d Sunday, 2:30 p. m., & 2d & 4th Sunday at 8:30 p. m., in I. O. O. F. Hall. I

H. F. Turner, Box 208. C. W. C. Wheeler, 5 Read av., Chattanooga, Tenn. F & I

629—MARK TWAIN, HANNAH, MO., meets in A. O. U. W. Hall, 1st & 3d Sunday, 7:30 p. m. A. Y. Sexton, 304 3d st. So. F. J. A. Leverington, 230 3d st. So. F. E. Reynolds, 902 Church st. I

630—J. A. HARLEY, ENID, O. T., meets every Sun., 7 p. m., in Eagles Hall. F. L. Lambert, 113 1/2 3d st. C. J. R. Scott, 1312 15th st. F. A. Rodgers, 1122 Oak st. I

631—THUNDER CAPE, PORT ARTHUR, ONT., meets 1st Tuesday at 8 p.m., & 3d Sunday 2 p. m., in I. O. O. F. Hall, Cumberland st. D. Malcom. C. G. M. McLeod. F. John Meehan. I

632—RODCAW, MINDELA, IA., meets every Sunday at 2:30 p. m. in K. of P. Hall. C. E. Magee, Box 516. C. J. N. Migs, Stamps, Ark. F. Samuel Lewis, Box 311. I

633—WISCONSIN VALLEY, TOMAH, WIS., meets 2d & 4th Sundays. John Little. C. S. Daniels. F. John N. Sullivan. I

634—THEO. ROOSEVELT, GLENN'S FERRY, IDAHO, meets every Saturday at 7:30 p. m., in Herron's Hall. J. W. Hayes. W. S. Ward. F & I

635—CLEARFIELD, PA., meets 2d & 4th Sunday 7:30 p. m. in Mechanics' Hall. W. J. Ammerman. C. Joseph Starr. F. Alex. Bell, 127 Fulton st. I

636—AVERY H. PARSONS, SOMERVILLE, TEX., meets every Sunday at 1 p. m. in Somerville Lodge Hall. Chas. E. Herbert. C. B. P. Wellborn, L. Box 245 Conroe, Texas. F & I

637—SABINAS, MONCLOVA COAH, MEX., meets 2d and 4th Monday afternoon in Conductors' Hall. Ed. McCormack. C. E. L. Looney, Box 24. F. J. W. Springer, Box 15. I

638—C. H. GRAY, HUGO, I. T., meets every Sun., 7:30 p. m. cor. Main and Spring sts. J. S. Carson, L. Box 252. C. Chas. Kirchengraber, L. Box 214. F. C. W. McClain. I

639—BROOKLYN TERMINAL, BROKLYN, N.Y., meets 1st and 3d Sundays at 10:30 a. m., 407 Bridge st., near Fulton st. F. H. Tucker, 150 a Hall st. C. H. Hattback, 745 Channcey st. F. J. H. Pine, 282 Fulton st. I

640—CALTON L. BRETZ, CUMBERLAND, MD., meets 2d & 4 Sat., 7:30 p. m., in Independent Hall, 19 N. Mechanic st. C. Deffbaugh, 279 N. Mechanic st. C. C. H. Deffbaugh, Ridgely, W. Va. F. R. H. Arnold, 132 Green st. I

641—T. D. WELCH, HORNKILLSVILLE, N.Y., meets in Engineers' Hall, every Tuesday at 1:30 p. m. T. D. Welch, 4 Collier st. C. Geo. A. Badgley, 1 Collier st. F. D. Bagley, 8 Cottage av. I

642—CRESTON, IOWA, meets every Sunday at 2 p. m., in Liberty Bld. C. W. Clark. C. G. E. Jones, 310 N. Poplar st. F. E. G. Davis, 212 N. Walnut st. I

643—OTTUMWA, IOWA, meets 1st & 3d Monday, at 2 p. m., in O. E. C. Hall, cor. Main & Market sts. C. J. Dalton, 136 S. Ash st. C. John H. Rowland, 1643 E. Main st. F. J. I. Warren, East Main st. I

644—ILLINOIS, AT GALESBURG, ILL., meets every other Sunday in American Hall, cor. Main & Seminary sts. Geo. H. Eno, 1788 S. Main st., Burlington, Iowa. C. James R. Howe, 1256 E. Main st. F. Chas. E. Harmon, 215 So. Pearl st. I

645—Q. AT CHICAGO, ILL., meets at Star Lodge Hall, Western ave. and Lexington st., 2d Sunday 2 p. m., 4th Sunday at 8 p. m. F. E. Ferris, 1012 West 12th st. I

646—TYBEE, SAVANNAH, GA., meets 1st & 3d Sunday at 10 a.m., in K. of P. Hall, cor. Barnard and York sts. W. E. King, 23 Liberty st. W. B. Turner, 330 Berrien st. F&I

647—PINESCOTT, ARIZ., meet 1st & 3d Saturday, 7 p. m., K. of P. Hall. Elmer Landrum, 30 Pleasant st. F&I

648—ABERROSE, WAYCROSS, GA., meets 1st & 3d Sunday at 9:30 a. m., in Red Men's Hall. W. L. Knox. C. J. W. Lyon. F. S. B. Spear. I

649—W. E. FITCH, BRUNSWICK, GA., meets 2d & 4th Sunday at 2 p. m., in Odd Fellows Hall. J. P. Golden, 111 C St. C. J. A. Greene, 14 Jane st. Waycross, Ga. F & I

650—HIGH SPRINGS, FLA., I

651—ETHEL BARKER, COLUMBUS, O., meets 2d & 4th Sunday at 2 p. m., in Odd Fellows Hall, 527 1/2 W. Broad st. M. B. Martin, 51 Dakota av. F. W. Crawford, 53 N. Princeton av. F. Geo. A. Baker, 69 Wisconsin av. I

652—RANER, TARAQUA, PA., meets 2d & 4th Sunday at 2 p. m., in Knabs Hall, E. Broad st. Eli Ehrlich, Van Gelden st. C. Joseph O. Cleaver, 58 Orwigsburg st. F & I

653—BLACK DIAMOND, ALLENTOWN, PA., meet 1st&3d Sunday of every month at Eagles Hall, cor. Second and Hamilton st. Bernard J. Reilly. C. J. F. Gibbons, 307 Ridge ave. F&I

654—T. H. YORKE, CLARION, IA., meet 2d & 4th Sunday of every month at 2 p. m., Masonic Hall. J. G. Price. C. G. W. Schoonmacker. F. W. McAlexander. I

655—JOHN GLYNN, COLUMBI BLUFFS, IA., meet 5th Sunday & 3d Monday of every month in Maccabee Hall. M. D. Denmore, 133 10th av. C. B. F. Madison, 814 S 7th st. F. B. McLain, 724 S 7th st. I

656—MAYOR BYRNE, ST. MARYS, PA., meet 2d & 4th Sunday at 2 p. m., Hall Block. C. S. Wheeler. C. R. C. McFarland. F & I

657—ASH-KENNEDY, REVELSTOCK, R.C., meets 1st & 3d Wed. of each month in Selkirk Hall. Allan MacNab, Box 27. F. H. Creelman, Box 27. F. Wm. Tomlinson, Box 27. I

658—HAYLOCK, ONT., meets 2d & 4th Monday, 1:30 p.m., I. O. O. F. Hall. John Carey. C. W. J. Fairman. F. John Martin. I

659—SECAHA, BUFFALO, N. Y., meets 2d & 4th Sun. of each month at 2 p. m., 709 Seneca & Vanaustr streets. Frank H. Goodenough, 73 Fellner av. C. Geo. J. Pfeiffer, 107 Beady st. F. Frank C. Watkins, 510 S Division st. I

660—TROPICO, LOS ANGELES, CAL., meets 1st & 3d Saturday at 8 p. m., Masonic Hall, 2131 E. 1st st. W. Bruner, 1619 Pleasant ave. C. Thos. Woodson, 1428 S. State st. F

661—E. J. MC ANDREWS, ST. THOMAS, ONT., meet every Sunday, 2:30 p. m., I. O. O. F. Hall. Joseph Gant. C. Chas. L. Wilson. F. Alford Ashby. I

662—LOS ANGELES, CAL., meets 2d&4th Sundays, 7:30 p.m., Turner Hall, 321 So. Main st. Jno. Bromwich, 1380 W. 16th st. C. S. B. Bilderback, 1013 E. 8th st. F. Jno. Finlay, 316 N. 8oto st. I

663—STEEL CITY, SYDNEY, N. S., meets 1st Sunday, 14:30 & 3d Saturday, 19:30 Bates Block. Neil McMullin, Globe av. C. Francis A. Setchell, 130 George st., Box 257. F. W. E. Atkinson, 21 George st. I

664—J. E. MC CREIGH, SAN LUIS OBISPO, CAL., meets 2d & 4th sundays, 10 a. m., Elk Hall. C. J. A. Burke, 1028 Pacific st. C

665—HEARDSTOWN, ILL. meets 1st & 3d Monday & 2d Sunday, 2 p. m.
 C. R. Harmon, Sec.
 R. A. Guthrie, Sec.
 J. A. Jones, Sec.
 666—G. S. MC KEK, JACKSON, TENN., meets Monday, 2 p. m. K. of P. Hall. Thos. Quinn, 426 E. Baltimore st.
 J. O. Brady, 204 short st.
 J. H. Edwards, 236 stoddard st.
 667—F. S. THORNE, BRANDON, MANITOBA, CAN., meets 2d sun. 14 o'clock, 4th Thursday, 19 O'Clock, I. O. O. F. Hall, Jno. Faeco, Box 148.
 C. F. S. Thorne, Sec.
 P. S. Lindsey, Sec.
 671—ENDERLIN, N. DAK.

672—MEMPHIS, TENN.

673—PITTSBURG, PA.

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 F. S. Simmons, Sec., Alamagordo, N. M.

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 J. W. Morrill, Sec. & Treas., Pacific, Mo.

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 G. A. Kantley, Sec., Moncton, N. B.

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 S. W. Tate, 1113 Preston av., Memphis, Tenn.

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 F. H. Tucker, Sec., 170 A Hall st., Brooklyn, N. Y.
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 W. H. Barber, Sec. & Treas., Box 387 Mena, Ark.

LEHIGH VALLEY.—Amos D. Freeman, Chm., Main st., So. Easton, Pa.
 J. J. Scott, Sec., 619 Perry st., East Buffalo, N. Y.

L. E. & W.—R. B. Hickok, Chm., 632 S. West st., Lima, O.
 A. H. Kelley, Sec., Treas., Tipton, Ind.

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 John B. Walsh, Sec., 57 Beaufort st., Jamaica, L. I.

L. S. & M. S.—G. O. Redhead, Chm., 86 Station st., Ashtabula, Ohio.
 S. A. Shadbolt, Sec., Box 175 Collingwood, O.

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 Ed A. Looney, Sec., Monclova, Coah., Mex.

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 O. A. Blake, Sec., Edison House, San Luis Potosi, Mex.

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James Emery, Sec., Parsons, Kans.

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J. E. Henley, Sec., 122 Windsor av., Norfolk, Va.

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Wm. T. Nichols, Sec., Box 47, Glendive, Mont.

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S. A. Bickford, Sec., Jersey Shore, Pa.

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H. E. Fox, S., 560 State st., Cincinnati, O.
G. A. Mullen, Treas., Bellevue, O.

N. Y. N. H. & H.—F. S. Evans, Chr., 98 Winton st., Norwood, Mass.
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Emery Rolfe, Sec., 8 Archibald st., Carbondale, Pa.

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M. C. J. Cunningham, Sec.

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Business pertaining to Sub-Divisions including changes in directory should be addressed to

MRS. HARRY ST. CLAIR, Grand Secy., 1729 Market st., Logansport, Ind.

3—BARNEM, ST. JOSEPH, MO., meets 2d & 4th Thursday, Engineers' Hall, cor. 8th & Locust.
Mrs. J. D. Wrights, 1202 So. 9th st. P
Mrs. J. Doyle, 102 So. 9th st. S & I

4—CHARITY, LOGANSPORT, IND., meets 2d & 4th Thursday, 230 p.m., T. B. H. Hall, Winfield Bk.
Mrs. Sadie Powlen, 1824 George st. P
Mrs. John Truman, 4312 Spear st. S
Mrs. B. V. Pitman, 1822 High st. I

5—MRS. W. H. WELLS, CHICAGO, ILL., meets 1st & 3d Wednesday, 230 p.m., Burnside Hall, 942 Burnside av., Mrs. A. Meldrum, 738 Greenwood av. P
Mrs. E. Adams, 9887 Broadway st. S
Mrs. G. Bristol, 11703 Dearborn st. I

6—DIAMOND, SUSQUEHANNA, Pa., meets alternate Thursdays 2 p.m. Odd Fellows Hall, Exchange st.
Mrs. Sydney Boyden P
Mrs. Chas. Ginnavan, Box 625. S & I

7—PEARL, GARRETT, IND., meets 1st & 3d Tuesdays, 730 p.m., B. L. E. Hall, Randolph st.
Mrs. E. S. Sander P
Mrs. E. Ziegenfuss S
Mrs. Chas. Moses I

8—GRATIOT, PORT HURON, MICH., meets 2d & 4th Thursday, 2 p.m., Rutherford Hall, 2889 Cherry st.
Mrs. E. J. Waterworth, 2624 Forrest st.
Mrs. H. A. Rutherford, 2889 Cherry st. S & I

9—M. E. REDELL, JACKSON, MICH., meets 2d & 4th Thursday, 230 p.m., B. L. E. Hall, Webb Bk., Jackson, Mich.
Mrs. W. Sanford, 221 Pringle av. P
Mrs. O. L. Parshall, 501 Tenney st. S
Mrs. Ada Bisbee, 219 Harris st. I

10—HOPE, PEORIA, ILL., meets 2d & 4th Wednesday, Society Hall, 6th Fl., Observatory Bldg., S. Adams st.
Mrs. Jennie Crane, 68 Hexco st. P
Mrs. J. Desmond, 414 Oakland av. S
Mrs. Mary Moore, 155 Saratoga st. I

11—FLOWER CITY, ROCHESTER, N. Y., meets 2d & 4th Friday, 830 p.m., Odd Fellows Hall, Clinton st.
Mrs. Eliza Bannard, 815 Adams st. P
Mrs. J. Attridge, 195 Penna. Ave. S
Mrs. A. Erhardt, 176 Brown st. I

12—F. C. WASHBURN, CHILLICOTHE, O., meets 2d & 4th Thursday, B. L. E. Hall, cor. Main & Mulberry sts.
Mrs. E. F. Scribner, 65 Bass st. P
Mrs. J. H. Adams, 315 3rd st. S
Mrs. Augusta Michaels, Scioto av. I

13—CITY, SAUNDAW, E. S., MICH., meets 1st & 3d Wed., B. L. E. Hall, Warren st.
Mrs. Wm. J. Tibbitts, 218 N. 4th st. P
Mrs. E. R. Grinnell, 1213 Carroll st. S
Mrs. Wm. O'Hearn, 1221 Carroll st. I

14—EXCELSIOR, SPRINGFIELD, ILL., meets 1st & 3d Wednesday, Odd Fellows Hall, cor. 4th & Monroe sts.
Mrs. C. O. Gartin, 506 N. 7th st. P
Mrs. Chas. Clark, 105 S. 7th st. S
Mrs. M. J. Barron, 645 N. 4th st. I

15—ENTREPRISE, SFALENS, ILL., meets 2d & 4th Thursday, 230 p.m., in K. of P. Hall, 142 Ohio st.
Mrs. J. A. Williams, 720 E. 4th st. P
Mrs. J. Valentine, 1301 Laumeier st. S
Mrs. Eliza Costin, 1108 E. 6th st. I

16—COVERLEAF, CHARLESTON, ILL., meets 2d & 4th Wednesday, 2 p.m., Odd Fellows' Hall, Sixth st.
Mrs. G. H. Daniels, 225 Third st. P
Mrs. Harry Schuman, 107, 123 Adams. S
Mrs. J. B. Scully, 32 State st. I

17—CRYSTAL, DETROIT, MICH., meets 1st & 3d Wednesday, 230 p.m., Elk's Temple, Florence av.
Mrs. L. A. Welch, 421 McMillan av. P
Mrs. J. N. Timens, 192 Jos. Campan av. S
Mrs. Walter Smith, 867 Military av. I

18—FRIENDSHIP, FT WAYNE, IND., meets alternate Wednesdays, 2, B. L. E. Hall, 136 Calhoun.
Mrs. Anna Horning, 242 E. Williams st. P
Mrs. Ida Sinclair, 1917 Harrison st. S
Mrs. Chester Durnell, 49 W. DeWald. I

19—GOOD WILL, HUNTINGTON, IND., meets 1st & 3d Wednesday, B. L. E. Hall, 9 Jefferson st.
Mrs. Mary Collins, 145 First st. P
Mrs. Z. B. Shank, Wilkerson st. S
Mrs. Mary Wyman, 65 S. Jefferson st. I

20—KRYSTON, ALLEGHENY CITY, Pa., meets 2d & 4th Thursday, 2 p.m., B. L. E. Hall, cor. B. I. well st. & Pennsylvania av.
Mrs. A. Coughlin, 337 Kirkpatrick av. P
Mrs. M. M. Aid, 625 Park av. S
Mrs. Geo. Wilson, 1357 Adams st. I

31—BETTER HALF, ATLANTA, GA., meets 2d & 4th Thursdays, K. of P. Hall, Pryor, st.
Mrs. J. H. Welch, 411 Luckie st. P
Mrs. W. J. Wrinkle, 18 Fowler st. S
Mrs. E. S. Andrus, 430 Capitol av. I

32—SILVER STAR, GRAND RAPIDS, MICH., meets 1st & 3d Thurs., 2 p.m., B. of L. E. Hall, cor. S Division & Sycamore st.
Mrs. Hattie S. Sprau, 721 Fifth av. P
Mrs. W. C. Filkins, 522 S. Lafayette st. S
Mrs. Carrie McDonald, 102 Eighth av. I

33—FALL BROOK, CORNING, N.Y., meets 1st & 3d Wednesday 2 p.m. in Odd Fellows Hall, Pine st.
Mrs. Clark Keagle, 321 E. Second st. P
Mrs. Frank Klecker, S
Mrs. Jesse Newell, 65 E. 1st st. I

34—GRAND RIVER, TRENTON, MO., meets 2d & 4th Thursdays, B. L. E. Hall, Water.
Mrs. C. E. Nolan, S
Mrs. May Edwards, S
Mrs. Weltha Collier, I

35—EUPHES, BELLEVUE, O., meets alternate Thursdays, B. L. E. Hall.
Mrs. Laura Rodenberg, P
Mrs. G. E. Pitcher, R. F. D. No. 4. S
Mrs. Mayme Phipps, I

36—AMITY, DANVILLE, ILL., meets 1st & 3d Thursday, B. L. E. Hall, 24 Main st.
Mrs. Mary Long, 413 Hazel st. P
Mrs. Kate Curley, 414 Hazel st. S
Mrs. Ada Wackerley, 852 Jackson st. I

37—QUAKER CITY, PHILADELPHIA, PA., meets alternate Wednesdays, Davis Hall, 3530 Lancaster av.
Mrs. L. S. Storton, 6319 Woodland av. P
Mrs. S. Pine, 308 Fairmount av. S
Mrs. J. B. Moore, 3617 Fairmount av. I

38—CLIMAX, ERIE, PA., meets 1st Tuesday, 2:30 p.m., & 3d Tuesday, 7:30 p.m., B. L. E. Hall, 1220 State st.
Mrs. A. Brown, 652 E. 10th st. P
Mrs. W. H. O'Brien, 705 E. 18th st. S
Mrs. W. Diley, 707 E. 12th st. I

39—PRAIRIE CITY, TERRE HAUTE, IND., meets 1st & 3d Wednesday, 2:00 p.m., Swope Block, cor. 7th & Ohio sts.
Mrs. Wm. H. Kingsley, 907 N. 9th st. P
Mrs. Jennie Kasper, 321 N. 16th st. S
Mrs. W. C. Davis, 929 N. 10th st. I

30—GOLDEN SEAL, PARSONS, KAS., meets 1st & 3d Thursday, B. L. E. Hall.
Mrs. B. Downs, 1603 Washington st. P
Mrs. Jennie Anderson, 321 N. 5th st. S
Mrs. Mary F. Dolan, 2830 Clark st. I

31—MARQUETTE, MARQUETTE, MICH., meets 1st & 3d Wednesday, A. O. U. W. Hall, Washington st.
Mrs. A. C. Anderson, S. Front st. P
Mrs. D. Todd, 111 N. 5th st. S
Mrs. W. D. Reany, 742 Bluffs st. I

32—FIDELITY, CONNEAUT, O., meets 1st & 3d Wednesday, 2:30 p.m., Harrington's Hall.
Mrs. M. Belding, 522 State st. P
Mrs. E. D. Tait, 630 State st. S
Mrs. Geo. V. Whigham, 59 Madison st. I

33—MAGIC CITY, MOHAWY, MO., meets 1st & 3d Wednesday, B. L. E. Hall, cor. 5th & Reed sts.
Mrs. J. H. Sims, 800 W. Reed st. P
Mrs. S. J. Cole, 816 W. Reed st. S
Mrs. Geo. Morsey, 318 E. Rollins st. I

34—CORONA, PEBLCO, COLO., meet 1st & 3d Wednesday, 3 p.m., B. L. E. Hall.
Mrs. J. Stewart, 607 E. Evans av. P
Mrs. W. H. Hollis, 307 Polk st. S
Mrs. W. K. Secord, 608 Elizabeth st. I

35—GOOD CHEER, GREEN BAY, WIS., meet 2d & 4th Wed., 2:30 p.m., K. of P. Hall, cor. Main & Washington sts.
Mrs. Will Hart, 528 Quincy st. P
Mrs. Frank Spooner, 418 N. Maple av. S
Mrs. J. H. Harwin, 215 Stuart st. I

36—ST NIKAN, BARABOO, WIS., meet 1st & 3d Saturday, 2 p.m., B. L. E. Hall.
Mrs. Elma Taylor, 314 East st. P
Mrs. A. W. Foster, 110 1st st. S & I

37—GENEROSITY, LITTLE ROCK, ARK., meet 2d & 4th Friday, O. B. C. Hall, 1000 1/2 Markham st.
Mrs. Laura Deguire, 236 Cross st. P
Mrs. Lucy Klein, 1205 West 2nd st. S
Mrs. Esther Schimmelpfing, 1420 W. 5 st. I

38—A. REASONER, HOBOKEN, N. J., meet 1st & 3d Wednesday, Fischer's Hall, 125-127 Hudson st.
A. B. Gray, 40 Baltic st. Newark. P
Mrs. Joe Lewis, 529 Durham, N. J. S
Mrs. L. S. Umphey, 629 4th st. Union Hill, N. J. I

39—SUNFLOWER, NEWTON, KAS., meet 1st & 3rd Friday, B. L. E. Hall, 507 1/2 Main st.
Mrs. Lulu McCandless, 321 W. 7th st. P
Mrs. Jennie Plank, 122 S. Main st. S
Mrs. Sarah Huntington, 303 W. 7th st. I

40—ANCHOR, CHICAGO, ILL., meet 2d & 4th Thursday, 2 p.m., in Franklin Hall, Fraternity Bldg., 70 Adams st.
Mrs. C. W. Frisbie, 4912 Indiana av. P
Mrs. O. Bourdeau, 5136 Dearborn st. S
Mrs. L. Baxter, 3539 Washtenaw st. I

41—CRISWELL, NEWARK, O., meet 1st & 3d Thursday, 2:30 p.m., Shamp's Hall, 236 E. Main.
Mrs. F. M. Howard, 19 Clinton st. P
Mrs. R. McMann, 236 Hudson av. S
Mrs. R. E. George, 234 Lawrence st. I

42—SINSET, SUNBURY, PA., meet 1st & 3d Thurs., 2:30 p.m., B. L. E. Hall.
Mrs. C. E. Houser, 450 N. 4th st. P
Mrs. Mary Walls, 24 N. 4th st. S
Mrs. Geo. Bright, 643 N. 4th st. I

43—COTTON STATE, MERIDIAN, MISS., meet alternate Wednesday, 2:30 p.m., B. L. E. Hall, 39th av.
Mrs. F. D. Culbreath, So. st., 44th av. P
Mrs. J. M. Brewer, Davis st. & 25th av. S
Mrs. F. M. Maxwell, 3835 Davis st. I

44—PERSEVERANCE, SLATER, MO., meet 1st & 3d Thursday, 2 p.m., I. O. O. F. Hall.
Mrs. J. A. Browne, P
Mrs. J. E. Atkinson, S
Mrs. Mary A. O'Connell, I

45—KENTUCKY BELLE, SOMERSET, KY., meet 2d & 4th Wednesday, 2:30 p.m., B. of L. E. Hall.
Mrs. J. G. Dikeman, P
Mrs. I. B. Riffey, S
Mrs. J. T. Catchings, I

46—QUEEN CITY, DENVER, COLO., meets 1st & 3d Wednesday, 2 p.m., Masonic Hall, 16th st.
Mrs. A. McAllister, 3768 Williams st. P
Mrs. R. McBride, 2822 Humboldt st. S
Mrs. Wm. Bolthoff, 3049 Humboldt st. I

47—NEW ENDEAVOR, MATTOON, ILL., meets 1st & 3d Thursday, 2 p.m., K. of P. Hall, Broadway.
Mrs. Dan Flynn, 801 Broadway. P
Mrs. W. H. Morris, 1305 Prairie av. S
Mrs. A. C. Zellers, 620 Wabash st. I

48—SIERRA SEVADA, WADSWORTH, NEV., meets 1st & 3d Wed'g., B. L. E. Hall.
Mrs. L. Rasmussen, P
Mrs. B. F. Dolan, S
Mrs. H. L. Huston, I

49—GRANITE STATE, CONCORD, N. H., meets 2d Wed. & 4th Thur., at 3 p.m., B. L. E. Hall, Hills Bk., N. Main st.
Mrs. E. T. Young, 48 Laurel st. P
Mrs. L. H. Bennett, 49 S. Spring st. S
Mrs. G. H. Morrey, 23 Broadway. I

50—ST. LOUIS STAR, ST. LOUIS, MO., meets 2d & 4th Wednesday, 1:30 p.m., Anchor Hall, cor. Jefferson & Park.
Mrs. Geo. Starr, 1116 So. 18th st. P
Mrs. Geo. Hans, 115 So. Ewing av. S
Mrs. C. Barrett, 1417 1/2 Dolman st. I

51—BERRY, CEDAR RAPIDS, IA., meets 1st & 3d Tuesdays, 2 p.m., K. of P. Hall, First st.
Mrs. H. E. Kinch, 513 E. 6th st. P
Mrs. F. C. Barber, 111 So. 6th st. S
Mrs. A. L. Towne, 1623 B. av. I

52—LITTLE MIAMI, COLUMBI, O., meets 1st & 3d Tuesday, B. L. E. Hall, Miller's Bk., High st.
Mrs. Mary E. Cassell, 158 W. 1st av. P
Mrs. L. H. Cassell, 158 W. 1st av. S
Mrs. Mary Lanning, 705 Neil av. I

53—RESPECT, MINNEAPOLIS, MINN., meets 1st & 3d Fridays at 2 p.m., in B. of L. E. Hall, cor. 25th st. and Central av.
Mrs. W. J. Maltheau, 2510 Central av. P
Mrs. A. C. McLane, 2331 Polk st. S
Mrs. Sam Shepard, 234 Polk st. I

54—WALTER A. SCOTT, ALTOONA, WIS., meets 1st & 3d Thu., 2:30 p.m., B. L. E. Hall.
Mrs. T. J. Killeen, P
Mrs. S. A. Gardner, S
Mrs. Carrie Coss, I

55—VICTORIA, BLOOMINGTON, ILL., meet 1st & 3d Wednesday, B. L. E. Hall, 310 W. Chestnut.
Mrs. E. H. Ellsworth, 101 N. Oak st. P
Mrs. W. C. Conover, 1101 N. Oak st. S
Mrs. W. Spreen, 311 W. Washington st. I

56—HARMONY, BRADFORD, PA., meets 2nd & 4th Wednesdays, 2:30 p.m., K. of P. Hall, 3d st.
Mrs. G. E. Lovelace, 69 Davis st. P
Mrs. S. W. Weld, 14 Miller st. I

57—CORN CITY, TOLEDO, O., meets 2d & 4th Fri., Knegin's Hall, 852 Broadway.
Mrs. Clara Jennings, 509 Crittenden av. P
Mrs. Mary Tinker, 84 S. Erie st. S
Mrs. Carrie E. Marsh, 544 Knower st. I

58—ROSE, DE SOTO, MO., meets 1st & 3d Wednesday, K. of P. Hall.
Mrs. W. J. Edy, P
Mrs. B. L. Owen, S
Mrs. Ed. Mercer, I

59—GLEENWOOD, PITTSBURGH, PA., meets 2d & 4th Thursday, 1 p.m., Hazelwood Trust Building, cor. Second and Hazelwood av.
Mrs. F. Appleby, 5411 2d av. Glenwood. P
Mrs. Harry Dayton, 5304 Gettrude st. S
Mrs. R. J. Cough, 2nd av. I

60—HOLLY, SAYRE, PA., meets 2d & 4th Wed' s., 7:30 p.m., Talmadge Hall.
Mrs. Chas. Palmer, 316 Desmond st. P
Mrs. Alex Thompson, 122 N. Elmer av. S & I

61—CITY OF HOMES, SPRINGFIELD, MASS., meets 1st & 3d Thursday, 2 p.m., Grand Army Hall.
Mrs. H. F. Stickney, 284 Main st. P
Merrick, Mass. S
Mrs. C. M. Smith, 29 Holyoke st. I

62—T. S. INGRAHAM, COLLINGSWOOD, O., meets alternate Tuesdays, 2 p.m., B. L. E. Hall, Collamar st.
Mrs. Geo. Hiltner, P
Mrs. B. L. Luce, 155 Manchester st. S
Mrs. C. C. Haskins, 281 Manning av. I

63—VALLEY CITY, WEST BAY CITY, MICH., meets 2d & 4th Wed., 2 p.m., Weed Hall.
Mrs. Jennie O'Hare, 709 N. Walnut. P
Mrs. Augusta Doyle, 609 N. Lynn st. S
Mrs. Mary Coleburn, 301 So. Henry st. I

64—MRS. S. J. COVER, ALTOONA, WIS., meets 1st & 3d Thursday, 2:30 p.m., Stehl's Bldg., 11th av. bet. 11th & 12th.
Mrs. A. A. Lewis, 234 9th av. P
Mrs. J. D. Barker, 403 7th av. S
Mrs. M. Detrick, 1908 Union av. I

65—BUCKEYE, CLEVELAND, O., meets 1st & 3d Thursday 2 p.m., stand., Pythian Temple, 101-103 Huron st.
Mrs. R. M. Shane, 44 Mentor av. P
Mrs. C. W. Ross, 218 E. St. Clair st. S
Mrs. J. A. Lewis, 234 9th av. I

66—WOLDEN ROAD, PORT JERVIS, N. Y., meets alternate Saturdays 7:30 p.m., B. of L. E. Hall, Pike st.
Mrs. Wm. H. Hector, 7 Barcelo st. P
Mrs. Geo. H. Johnson, 32 Orange st. S
Mrs. G. Manther, 30 Orange st. I

67—OIL CITY, OIL CITY, PA., meets 2d & 4th Thursdays at 2 p.m., in K. of P. Hall, Center st.
Mrs. S. H. Unger, 16 Holiday st. P
Mrs. J. T. Smith, 76 Plummer st. S
Mrs. Marion Wolcott, 41 Plummer st. I

68—CONFIDENCE, ROANOKE, VA., meets 1st & 3d Wednesday, 3 p.m., K. of P. Hall, cor. Jefferson st. & Salem av.
Mrs. T. W. Nichols, 1013 2d av. N. W. P
Mrs. J. W. Hall, 723 Salem av. S. W. S
Mrs. C. M. Fordan, 353 Campbell st. S. W. I

69—SHELLELY, PT. MADISON, IA., meets alternate Thursdays, 2 p.m., Heady's Hall, 2611 Santa Fe av.
Mrs. Nez Cooper, 2413 Burr st. P
Mrs. F. Newkirk, 2516 Des Moines st. S
Mrs. M. Martin, 2415 Webster st. I

70—MERCHANT, CONNELLSVILLE, PA., meets 2d & 4th Wednesday, 2:30 p.m., I. O. O. F. Hall.
Mrs. R. G. Graham, 471 Highland av. P
Mrs. J. Zimmerman, Fayette & 10th sts. S
Mrs. John Layton, 401 Washington st. I

71—MRS. AGNES QUINN, KNOXVILLE, TENN., meets 1st & 3d Thurs., 2:30 p.m., French & Roberts' Hall, cor. Gay and Depot st.
Mrs. J. Caldwell, Inskip, Tenn. P
Mrs. J. W. Harrison, 514 Williams st. S
Mrs. Ella McGinley, 1355 Munson st. I

72—A. B. VOUGNON, HAZLETON, PA., meets 2d & 4th Thursday, Union Hall, cor. Wyoming & Green sts.
Mrs. J. Flock White, Haven, Pa. P
Mrs. Harry Keck, Freeland, Pa. S
Mrs. L. H. Keck, Freeland, Pa. I

73—EMPIRE STATE, UTICA, N. Y., meets 1st Wed. evening & 3d Wed. afternoon of each month, Royal Arcanum Temple, 33 Desereux st.
Miss Esther A. Fagan, 66 Roberts st. P
Mrs. Jessie Ballard, George st., Frankfort, N. Y. S
Mrs. Eva M. More, 126 Park av. I

74—HARVIN HUGHITT, ROANOKE, IA., meets alternate Fridays, 2:30 p.m., Red Men's Hall, 7th & 122y sts.
Mrs. C. Farnsworth st. P
Mrs. C. E. Sargeant, 123 7th st. S
Mrs. H. S. Barron, 1113 Carroll st. I

15—EVERYTHING EAST SYRACUSE, N. Y., meets 1st & 3d Friday, 2 p. m., Masonic Hall, Manlius st. P Mrs. Jennie Freeman Mrs. Wm. Hopkins, 508 Manlius st. S Mrs. John Kaye, Manlius st. S

16—LAURA ANNA, BUCKINGHAM, O., meets 2d & 4th Wednesday, 7:30 p. m., B. L. E. Hall, Public sq. Mrs. Paul Keoketline, 129 Fisher st. P Mrs. Susie Knebler, 702 E. Mansfield. S Mrs. M. Stewart, 409 E. Middletown st. S

17—KATE SHELLEY, ARKANSAS CITY, KAS., meets 2d & 4th Tuesdays, 2:30 p. m., Fraternal Aid Hall, Summit st. Mrs. R. T. Myers, 611 S. B. St. Mrs. Lucy Downing, 911 So. B. St. S Mrs. Nettie Davis, 706 So. A. st. S

18—E. L. OSGOOD, MEADVILLE, PA., meets 1st & 3rd Wednesday 2 p. m., in Odd Fellows' Temple Center st. Mrs. W. B. Byers, 268 Spring st. S Mrs. O. D. Wiegand, 15 Grandolph st. S Mrs. H. D. Brown, 317 Prospect st. S

19—ROYAL, BUFFALO, N. Y., meets 2d & 4th Thurs., 2 p. m., Odd Fellows' Hall, cor. Main st. & Broadway. Mrs. J. G. Beary, 659 Grand St. P Mrs. Kate Manlin, 190 Abbott Rd. S Mrs. J. Tunkey, 459 N. Division st. S

20—J. H. OLHAUSEN, MATCH CRUMB, PA., 2d & 4th Thurs., 2:30 p. m., I. O. F. Hall. Mrs. H. Swank, E. Match Cr. P Mrs. O. B. Henry, E. Match Cr. S Mrs. Frank Eck, 238 Ridge av. Allentown, Pa. S

21—FASCHNER, WOODSVILLE, N. H., meets 2d & 4th Thursday, 2:30 p. m., K. of P. Hall, Main st. Mrs. J. E. Burkett Mrs. N. J. Miller Mrs. M. H. Annis

22—MRS. W. F. HALLSTAD, SCRANTON, PA., meet 1st & 3d Wed., 2:30 p. m., in Odd Fellow Hall, 209 Wyoming av. Mrs. Wm. Warner, 638 Harrison av. P Mrs. J. S. Loomis, 122 N. Lincoln av. S Mrs. Thos. Toomey, 117 Fairview av. S

23—KNEALD, DODGE CITY, KAS., meets 1st & 3d Thursday, Masonic Hall. Mrs. Margaret Shaw Mrs. Ella M. Taylor S & I

24—SPRINGFIELD, SPRINGFIELD, MO., meets 2d & 4th Thursday, 2:30 p. m., K. of P. Hall, E. Commercial st. Mrs. W. A. Newman, 1332 Robinson av. P Mrs. Alice R. Best, 1618 Benton av. S Mrs. Mary Ketchum, 1638 Seerman st. S

25—GEN OF THE ROCKIES, LARAMIE, WY., meets 1st & 3d Thursday, 2:30 P. M. G. E. Hall. Mrs. Geo. Lynch, 301 Third st. S Mrs. G. M. Harris, 186 Third st. S Mrs. David Reid, 208 Third st. S

26—HELPING HAND, CLINTON, ILL., meets alternate Thurs., B. L. E. Hall, Public sq. Mrs. Lucy Edmiston, 308 Jackson av. S Mrs. Ella Robinson, 802 E. Main st. S Mrs. Louie McIntyre, 709 E. Main. S

27—ROCK CASTLE, CREWE, VA., meets 1st & 3d Thurs., 4 p. m., Odd Fellows' Hall. Mrs. John Carlin Mrs. M. O. Cheatham Mrs. E. W. James

28—CAPITAL CITY, ALBANY, N. Y., meets 1st & 3rd Friday, 2:30 p. m., Ames Hall, 65 & 67 So. Pearl st. Mrs. Anna Vedder, 29 Garfield pl. S Mrs. R. Lilly, 32 Chestnut st. S Mrs. A. J. Wilson, 210 Western av. S

29—CONEAUGH VALLEY, CONEAUGH, PA., meets 2d & 4th Thursday, B. L. E. Hall, Main st. Mrs. L. B. Goughenour Mrs. G. R. McDowell Mrs. John Hoy, Second st. S

30—LONG STAR, BIG SPRINGS, TEX., meets 1st & 3d Wednesday, 8 p. m., R. Union Hall. Mrs. C. W. Austin Mrs. Mae Notestine S

31—STRAWBERRY QUEEN, CENTRALIA, ILL., meets 1st & 3d Thurs., B. L. E. Hall. Mrs. Geo. Marsh, 221 N. Locust st. P Mrs. H. Torgerson, 328 Sycamore st. S Mrs. E. E. Cookerow, 800 S. Locust st. S

32—FORGET-ME-NOT, ODENSBURG, N. Y., meets 2d & 4th Wednesday, B. L. E. Hall, 267 Ford. Mrs. A. F. Dalley, 9 Haebrook. P Mrs. J. A. Horton, 111 Jay st. S

33—GEN CITY, DAYTON, O., meets 2d & 4th Thursday, B. L. E. Hall. Mrs. Thos. Flemming, Ringold st. P Mrs. John Glynn, 7 S. Rigel st. S Mrs. Jos. Stockman, 119 Kirkham st. S

34—CLEAR CREEK, WINSLOW, ARIZ., meets 2d & 4th Thursday, 2:30 p. m., in Elks Hall. Mrs. James Hill Mrs. B. Walcott Mrs. B. Workman

35—ANTHRACITE, POTTSVILLE, PA., meets 2d & 4th Thursday, 2:30 p. m., Borsmann's Hall, 2d floor. Mr. J. H. Rowald, 441 Mauch Chunk st. P Mrs. E. L. Ringler, 456 Mauch Chunk st. S Mrs. K. Hawk, 489 Mauch Chunk st. S

36—LOYALTY, CHICAGO, ILL., meets 2d & 4th Wed., 2 p. m., Netherwood Hall annex, cor. Taylor st. & Marshfield av. Mrs. Geo. Stoff, 323 S. Paulina st. S Mrs. C. Blake, 1630 W. Harrison st. S Mrs. W. Graves, 839 Warren av. S

37—CASSELL, CHARTIERS, PA., meets 1st & 3d Wednesday, 2 p. m., Fraternal Aid Hall, Chartiers av. Mrs. C. T. Stanish, 410 3d st., Expen. Pa. Mrs. J. O. Trullinger, Sheridanville, Pa., Box 277 S & I

38—TOPEKA, TOPEKA, KANS., meets 2d & 4th Friday, 3 p. m., in K. & L. of S. Hall, 701 Kansas av. Mrs. Laura Richardson Mrs. B. Smith, 315 E. Kline st. S Mrs. Amos Beeler, 823 Madison st. S

39—F. S. EVANS, BOSTON, MASS., meets 1st & 3d Wednesday, 2 p. m., B. L. E. Hall, 149 S. Stafford. Mrs. C. H. Woodman, 24 Cherry st., Somerville, Mass. P Mrs. F. A. Allen, 8 School st., Charlestown, Mass. S Mrs. T. L. Wilkins, 23 Fearless st., Lynn, Mass. S

100—HOOSAC TUNNEL, MERCHANTS, VILLE, N. Y., meets 1st & 3d Thursday, 2 p. m., I. O. O. F. Hall, Hazelst. Mrs. J. Doyle Mrs. Wm. Van Bramer S & I

101—GARDEN CITY, MISSOURI, MONT., meets 1st & 3d Wed., I. O. O. F. Hall. Mrs. A. Butzerin, 605 Alder st. S Mrs. M. L. Case, North 2d st. S Mrs. E. B. Quimby, Railroad st. S

102—ROCKY MOUNTAIN, EVANSTON, WY., meets 1st & 3d Tuesday, 7:30 p. m., B. L. E. Hall. Mrs. Alice Knoder Mrs. Claude Lindsley, 236 Center st. S Mrs. Ben. Gutting, 214 9th st. S

103—GILFPORT, GILFPORT, MISS., meets 1st & 3d Thursday, 2:30 p. m., B. L. E. Hall. Mrs. J. Neno Mrs. J. H. Schuy, Long Branch Miss. S & I

104—GOLDEN STATE, LOS ANGELES, CAL., meets 1st & 3 Thursdays, 2 p. m., in Brent's Hall, 634 1/2 S. Spring st. P Mrs. J. H. Norton, 1015 Hawley st. S Mrs. A. W. Cooley, 426 Solano av. S Mrs. J. B. Neale, 2718 Darwin av. S

105—STERNOD, WHERLING, W. VA., meets 2d & 4th Thursday, 2 p. m., K. of P. Hall. Mrs. John Seidwits, Bridgeport, O., P. O. Box 117 Mrs. Nettie Fee, Pleasant Valley. S Mrs. A. Tolmie, 3612 Noble st., Belleire, Ohio. S

106—MRS. LELAND STANFORD, SAN FRANCISCO, CAL., 2d & 4th Tues., 2:00 p. m., Masonic Hall, 2668 Mission st. Mrs. Wm. J. Brown, 331 Shotwell st. P Mrs. Belle Bushnell, 430 1/2 Bryant st. S Mrs. F. S. Rowley, 143 Hancock st. S

107—CHANTER OAK, HARTFORD, CONN., meets 1st & 3d Tuesday 3 p. m., G. A. B. Hall, Cheney Bldg., 92 S. Main st. P Mrs. Annie Lewis, E. Hartford. S Mrs. Joseph Esmond, 85 Center st. S Mrs. L. W. Smith, 277 Albany av. S

108—GILBERT A. M'LEAN, SALT LAKE CITY, UTAH, meets 2d & 4th Thurs., 2 p. m., Scott-Auerbach Hall, Main st. Mrs. M. J. McQueeney, 157 So. 1st West st. P Mrs. W. D. Busted, 245 N. 1st West st. S

109—WYOMING VALLEY, WILKESBARR, PA., meets 2d & 4th Wednesday, 2 p. m., G. A. R. Hall. Mrs. Jasper Gritman, 154 Park av. P Mrs. Annie Conway, 130 So. Grant. S & I

110—ORIOLE, BALTIMORE, MD., meets 1st & 3d Wednesday, 2 p. m., Wurtzbergers Hall, cor. Gay & Ereter st. Mrs. Frank Hall, 620 E. 21st st. P Mrs. Ella Smith, 621 E. 20th st. S Mrs. Alice Metcalfe, 1042 Chilton Pl. S

111—MISS ELIZABETH K. FITZGERALD, MARTINSBURGH, W. VA., meets alternate Tuesdays, 2 p. m., K. of P. Hall, over People's Nat. Bank. Mrs. E. E. Hryck, 615 N. Queen st. P Mrs. H. O. Hesen, 110 W. John st. S & I

112—WEST PHILADELPHIA, PHILADELPHIA, PA., meets alternate Thursdays, 2:30 p. m., in Davis Hall, 3694 Lancaster av. Mrs. Harry Mator, 5422 Mervin av. P Mrs. D. J. Miller, 540 N. 38rd st. S Mrs. L. Rockey, 4945 Gledor st. S

113—PROTECTION, DES MOINES, IA., meets 1st & 3d Tuesday, I. O. O. F. Hall, 615 W. Locust. Mrs. J. Platner, 815 Howe st. P & I Mrs. A. H. Donnellson, 1706 S. 5th st. S

114—BELLEVUE, ST. ALBANS, VT., meets 1st & 3d Wed., 2:30 p. m., B. L. E. Hall. Mrs. Alex McDonnell, Elm st. S Mrs. Geo. Taylor, 111 W. Weldon st. S & I

115—COLUMBIA, WASHINGTON, D. C., meets 2d & 4th Thursday, 2 p. m., McConley's Hall, 209 Penn. av. S. E. Mrs. Wm. Wagner, 182 6th st., S. W. P Mrs. J. T. Monaghan, 2008 York Road, Baltimore, Md. S Mrs. K. C. Criste, 506 Virginia av. S. E. S

116—COLUMBUS, COLUMBUS, O., meets 1st & 3d Thursday, 2 p. m., Miller's Hall, cor. Mt. Vernon av. & 15th st. Mrs. Laura Mass, 405 Gledor st., Westerville, O. S Mrs. E. R. House, 693 N. 20th st. S Mrs. Alice Lyons, 571 Galloway av. S

117—MRS. C. L. BRETZ, CUMBERLAND, MD., meets 2d & 4th Thursday, 1:30 p. m., I. O. O. F. Hall, Center st. Mrs. Carrie Heron, 138 Grand av. P Mrs. Rebecca Arnold, 132 Green st. S & I

118—WHAT CHEER, PROVIDENCE, R. I., meets 2d & 4th Wednesday, 2:30 p. m., Rhode Island Hall, 27 Westminster. Mrs. A. H. Hillard, 107 Cedar st., Pawtucket, R. I. S Mrs. John J. Kelley, 97 Osborn st. S Mrs. W. Rockford, 26 E. Vine st. S

119—SYMPATHY, RULAND, VT., meets 2d & 4th Wednesday, 2:30, W. R. C. Hall, Merchant's Row. Mrs. J. P. Sullivan, 32 West st. S Mrs. D. Mahoney, 92 Forest st. S & I

120—UNION, CARHONDALE, PA., meets 1st & 3d Wednesday, 2:30 p. m., Cambrian Hall, cor. 7th av. & Church st. Mrs. Geo. Hunter, 60 E. 10th st. S Mrs. F. E. McMinn, 92 Terrace st. S Mrs. G. H. Dimock, 18 Chestnut av. S

121—WILLING WORKERS, KANTON, PA., meets 1st & 3d Wednesdays in Vanderveer Hall, cor. 9th and Washington sts. Mrs. M. J. Morrison, 638 Mauch Chunk av. S Mrs. Alice Stubblebine, 1236 Butler st. S Mrs. Sallie Shaffer, 908 Berwick st. S

122—J. W. GUSBY, HILLVALE, PA., meets 1st & 3d Thurs., 2 p. m., Ed Ohio st. Mrs. A. N. Hulings, 111 Bockett st. P Mrs. Theo. Miller, Lincoln av. S Mrs. Wm. Whitney, 110 Lincoln av. S

123—VALVERDE, RATON, N. M., meets 1st & 3d Thurs., 2:30 p. m., K. of P. Hall. Mrs. M. F. Smith, P. O. Box 317. S Mrs. C. J. Perkins, P. O. Box 251. S Mrs. Emily DeLong, Box 686. S

124—G. W. STEVENS, HINTON, W. VA., meets 1st & 3d Wednesday, 4:30 p. m., I. O. O. F. Hall. Mrs. W. T. Lipscomb Mrs. W. E. Youell Mrs. A. G. Fredeking

125—MRS. W. K. HOYT, ST. PAULI, MINN., meets 1st & 3d Wednesday, 2 p. m., Odd Fellows' Hall, cor. 6th & Wabasha. Mrs. J. W. Sullivan, 254 Aurora av. S Mrs. Nellie E. Needham, 651 St. Anthony av. S Mrs. A. B. Smith, 38 Sycamore cor. S. J

126—ELECTRIC LIGHT, LA FAYETTE, IND., meets 2d & 4th Wednesday, 2 p. m., B. L. E. Hall. Mrs. William Orr, 1240 N. 15th st. P Mrs. H. Williams, 1623 N. 13th st. S

127—GEO. F. WILSON, HORTON, KAN., meets 1st & 3d Wednesdays, 2 p. m., in Red Men's Hall. Mrs. Mary Casey Mrs. Ida Kirk S & I

128-MONUMENTAL, INDIANAPOLIS, IND., meets 1st & 3d Thursday, B. L. E. Hall, Mass. ave. & New York st. P Mrs. F. McManis, 25 Belmont ave. P Mrs. F. M. Simm, 1621 E. Washington st. S Mrs. T. Wren, 20 S. Summit st. I

129-JUSTICE, ATGUSTA, GA., meets 2d & 4 Wed., 330 p.m., Red Men's Hall, Jackson st. P Mrs. H. Ziegler, 449 Calhoun st. P Mrs. W. H. Wallace, 451 Watkins st. S Mrs. A. D. Wright, 302 Center st. S

130-MRS. M. E. INGALES, COVINGTON, KY., meets 2d & 4th Thursday, 2 p.m., in Post Bld'g, Madison ave., between 4th and 6th sts. P Mrs. J. E. Fairhead, 137 1/2 Greenup st. P Mrs. H. Smith, 141 Holman st. S Mrs. H. E. Gregory, 1693 Greenup st. I

131-FOREST CITY, LONDON, ONT., meets 1st & 3d Tues., 2:30 p.m., Willis Hall, C. O. Clark, 433 E. 1st St. S Mrs. Robert Hornsby, 150 Clarence st. S Mrs. F. Morgan, 612 Colborne st. I

132-MRS. W. B. CURRIE, LOUISVILLE, KY., meets 2d & 4th Monday, 2 p.m., 1500 Southgate st., bet. 15th & 16th sts. P Mrs. J. D. Pettinelli, 1923 Floyd st. P Mrs. Pat Cain, 1230 Kentucky st. S Mrs. W. B. Currie, 1500 Southgate st. S

133-BAY FLOWER, PITTSBURG, KANS., meets 1st & 3d Thursday, 2 p.m., in I. O. O. F. Hall, West 5th st. P Mrs. Rosella Reeves, 103 E. 7th st. P Mrs. Emma McVelle, 701 N. Grand av. S Mrs. Anna Dyer, 336 E. 14th st. I

134-MAPLE CITY, HORNELLSVILLE, N. Y., meets alternate Tuesdays, 7:30 p.m., B. L. E. Hall, 137 Main st. P Mrs. T. Clark, 11 Hakes av. S Mrs. J. M. Hadden, 68 Maple st. S Mrs. W. Craig, 6 Elm st. I

135-ROSWELL MILLER, NO. LA CROSSE, WIS., meets 1st & 3d Thursday, 2 p.m., B. L. E. Hall, Rose st. P Mrs. Chas. Avon, 608 Avon st. P Mrs. E. H. Colton, 23 Avon st. S Mrs. N. V. Leach, Box 614 Sparta, Wis. I

136-MIZPAM, HOWELL, IND., meets 2d & 4th Wednesday, 2 p.m. in B. of L. E. Hall, Barker av. P Mrs. Bertha Brown, 114 Cumberland. P Mrs. Elsie Miller, Glendale ave. S Mrs. Martha Suter, Delmar av. I

137-BLUE MOUNTAIN, HARRISBURG, PA., meets 1st & 3d Thursday, 2 p.m., Manks Hall, 1341 6th st. P Mrs. Wm. Lutz, 617 Menich st. P Mrs. Alonzo Martin, 621 Menich st. S Mrs. L. Kennedy, 608 Colder st. I

138-STAR OF 1900, EL PASO, TEXAS, meets 1st & 3d Wednesday, I. O. O. F. Hall, El Paso st. P Mrs. Mary Schaffer, 719 N. Kansas st. P Mrs. L. Schwartz, 915 N. Virginia st. S Mrs. M. McManis, 21 Canton st. S

139-MURDOCK, YOUNGWOOD, PA., meets 3d & 4th Thurs. & p.m., Love's Hall. P Mrs. T. J. Crock, 417 Walnut av., Scottsdale, Pa. P Mrs. C. G. Frey. S Mrs. H. M. McFeaters. S

140-SHANDY MAHIRE, TUSCUMBIA, ALA., meets 2d & 4th Thursdays, 2 p.m., Masonic Hall. P Mrs. S. J. Anderson. S P Mrs. J. A. Rys. S & I

141-DELAWARE, PHILIPSBURG, N. J., meets 2d & 4th Thurs., B. L. E. Hall. P Mrs. Allen Dodd, 32 Chambers st. P Mrs. Geo. Johnson, 293 Mercer. S Mrs. John Souders, 164 So. Main st. I

142-VISTA, BERRYSTATION, PA., meets 1st & 3d Thursdays, 2 p.m., in Tietlebaum's Hall, Chestnut st. P Mrs. J. W. Gilchrist, 400 E. End ave. P Pottsburg, Pa. S Mrs. Harry Martin. S Mrs. M. L. Lowe. S

143-CORA SMITH, ELKHART, IND., meets 1st & 3d Thursday, 2:30 p.m., B. L. E. Hall, 614 So. Main st., 2d floor. P Mrs. F. C. Cronk, 414 1/2 Tate st. P Mrs. M. A. Dibble, 608 Second st. S Mrs. Wm. McMillan, 415 State st. I

144-PRAIRIE GEM, CHYENNE, WY., meets 1st & 3d Tuesday, 2:30 p.m., A. O. U. W. Hall. P Mrs. C. H. Patterson, 619 W. 21st st. P Mrs. J. B. Libby, 1920 Maxwell st. S Mrs. F. V. Dudley, 2516 Warren av. S

145-CONVENTION CITY, E. BUFFALO, N. Y., meets 2d & 4th Mondays, 7:30 p.m. in I. O. O. F. Hall, cor. Walden & Fay sts. P Mrs. J. D. Cooper, 1500 Bailey av. S Mrs. G. A. Seltz, 70 Burgard pl. S Mrs. J. W. Davis, 34 Burgard pl. S

146-SPRING CITY, FOND DU LAC, WIS., meets 1st & 3d Thurs., B. L. E. Hall. P Mrs. W. R. Scholl, 45 West Division st. P Mrs. M. J. Schaefer, 31 Schaefer st. S Mrs. J. W. Saff, North Fond du Lac I

147-WELCOME, ASHTABULA, O., meets 1st & 3d Thursday, 2:30 p.m., B. of L. E. rooms, cor. Main & Center sts. P Mrs. M. J. Adams, 108 Station. P Mrs. M. Redhead, cor. Station & Todd. S Mrs. Theresa Stewart, 22 Emanc. st. I

148-AUTUMN LEAF, KANSAS CITY, MO., meets 1st & 4th Wednesday, 2 p.m., Arlington Hall, cor. 10th & Walnut. P Mrs. Julia Pickles, 519 S. Pleasant st., Independence, Mo. P Mrs. H. A. Elliott, 2004 Penn st. S Mrs. W. Herriman, 1740 Summit st. I

149-MRS. ROBERT QUATEY, CLINTON, IA., meets 2d & 4th Wednesday, B. of L. E. Hall. P Mrs. C. M. Goodrich, 681 10th av. P Mrs. Robt. F. Barr, 500 Third av. S Mrs. Claude Nichols, 1207 So. 5th st. I

150-MORALITY, KANSAS CITY, KANS., meets 1st & 3d Wednesday, 2 p.m., in Carrie Nation Hall, 7 & Central av. P Mrs. F. A. Hurlburt, 913 Riverview av. S Mrs. J. L. Addison, 955 Reynolds av. S Mrs. J. Ellsworth, 623 New Jersey av. I

151-THE BELLE, BELLE PLAINE, IA., meets 1st & 3d Tuesdays, 2:30 p.m., P. of L. Hall. P Mrs. O. P. Baxter. P Mrs. Robert Hart. S Mrs. T. F. Murray. I

152-LILOC, ARGENTINE, KS., meets 2d & 4th Thursdays, 2 p.m., Masonic Hall. Mrs. B. McManis, 11 N. Adams st. P Mrs. J. Hoyland, 50 So. 7th st. S Mrs. Nettie Hake, 218 S. Cherry st. I

153-MRS. T. P. POWLER, MIDDLETOWN, N. Y., meets 2d & 4th Friday, 2 p.m., Odd Fellows' Hall, North st. P Mrs. J. Eilenberger, 68 Grand av. P Mrs. Fred Clark, 79 Grand av. S Mrs. Edith Perloe, 35 Sprague av. I

154-V. S. BELLES, SPOKANE, WASH., meets 2d & 4th Thursday, 2 p.m., Fraternal Brotherhood Hall, cor. Sprague and Mill st. P Mrs. W. H. Evans, E. 828 Nora av. S Mrs. J. Bigger, 428 E. Indiana av. S Mrs. E. S. Jones, E. 1027 Augusta av. I

155-GOLDEN RILE, KASHUA, N. H., meets 1st & 3d Saturday, 2 p.m., Mechanics' Hall. P Mrs. E. E. Rutan, 98 McKean av. P Mrs. E. A. Collins, 18 Fairmont st. S Mrs. E. A. Parker, 37 Harvard st. I

156-OAKLAND, OAKLAND, CAL., meets 1st & 3d Wednesday, 2 p.m., in Fraternity Hall, cor. 7th & Howard. P Mrs. D. B. Chase, 1633 Peralta st. P Mrs. M. A. Watson, 1466 13th st. S Mrs. H. S. Gardner, 1314 8th st. S

157-RHODODEXTRON, BELLWOOD PA., meets 2d & 4th Thurs. 2 p.m., Tuckahoe Hall, bet. 12th & 13th, West Side. P Mrs. Geo. Baker. P Mrs. Thos. Houston. S

158-NEOSHO VALLEY, CHANUTE, KAN., meets 2d & 4th Friday, 2 p.m., A. O. U. W. Hall. P Mrs. Ed. Herzog. P Mrs. John W. Henaman. S Mrs. E. W. Parks. I

159-SUCCESS, MEMPHIS, TENN., meets 1st & 3d Wed. & p.m., Memphis. P Mrs. G. G. Walton, 129 E. 10th av. S Mrs. M. M. Bruso, 273 Woodridge av. S Mrs. J. Haines, 240 Maryland av. I

160-PRIDENCE, MURPHYSBORO, ILL., meets 2d & 4th Wednesday, 2 p.m., Odd Fellows' Hall. P Mrs. W. H. Fox, 1822 Pine st. P Mrs. W. H. Delano, Jr., 1820 Pine st. S Mrs. E. A. Naylor, 446 N. 16th st. I

161-MAPLE LEAF, TORONTO, ONT., CAN., meets 1st & 3d Wed., 2 p.m., Occident Hall, cor. Queen & Bathurst sts. P Mrs. W. H. Boskill, 19 Northcote st. P & I Mrs. Fred A. Sproule, 71 Louise st. Toronto Jct., Ont. S

162-MEADOW CITY, E. LAS VEGAS, N. M., meets 1st & 3d Thursday, 2 p.m., in Fraternal Broth'hd Hall, Grand av. P Mrs. J. B. Reed, 913 Lincoln av. P Mrs. F. G. Boomer, 524 4th st. S Mrs. J. H. Lowe, 306 Gallinas st. I

163-MRS. J. A. FILMORE, DUNSMuir, CAL., meets 1st & 3d Tuesday, 2 p.m., Mrs. Mary E. Wiley. S Mrs. J. W. Saff, North Fond du Lac I Mrs. Florence M. Kilborn. S I

164-GOLDEN GEM, SIOUX CITY, IOWA, meets 1st & 3d Wednesday, 2 p.m., Odd Fellows' Hall, 4th st. P Mrs. C. P. Yeomans, 1414 N. Boulevard P Mrs. W. E. Perry, 1516 E. 7th st. S Mrs. L. B. Cutting, 1209 Jennings st. I

165-LAKE, CHICAGO, ILL., meets 1st & 3d Tuesday, 2 p.m., Garfield Hall, 6444 Wentworth av. P Mrs. O. A. Moore, 4417 Wabash av. P Mrs. Chas. York, 4408 State st. S Mrs. Theo. Lowe, 4457 Princeton av. I

166-FLOYD VALLEY, SIOUX CITY, IOWA, meets 1st & 3d Thursday, 2 p.m., Odd Fellows' Hall, 4th st. P Mrs. J. J. Gallagher, 13th ave. S Mrs. H. T. Carner, 1113 Lynn st. S Mrs. F. Newbowers, 907 Virginia st. I

167-SNOW DRUP, GALLION, O., meets 2d & 4th Thursday, 2 p.m., I. O. O. F. Hall, Main st. P Mrs. Edward Bodey, 300 Orange st. P Mrs. Lettie Case, First av. S Mrs. Isaac Flagle, N. Union st. I

168-L. S. COFFIN, FT. DONDE, IA., meets 2 & 4 Friday, 2:30 A. O. U. W. Hall. Mrs. H. M. Rhoads, 408 So 7th st. S Mrs. Fred Peterson, 555 4th av. S Mrs. C. W. Beesford, 102 First av. S

169-CLEMATIS, RICHMOND, ALA., meets 1st & 3rd Wednesday, 2 p.m., B. of L. E. Hall, 1917 First av. P Mrs. J. W. Savage, 1856 North 19th st. P Mrs. LeRoy Bickle, 200 5th av. So. S Mrs. G. Y. Horton, 1900 11th av. North I

170-TURQUOISE, ALBUQUERQUE, NEW MEX., meets 1st & 3d Wednesday, 2 p.m., I. O. O. F. Hall, 172 2d st. S Mrs. E. B. Bowen, 627 2d st. S Mrs. J. H. Holman, 613 Iron av. S Mrs. John Butler, 717 East st. I

171-

172-RIVERSIDE, BALTIMORE, MD., meets 2d & 4th Wednesday, Friendship Hall, Montgomery st. P Mrs. H. B. Fowler, 217 William st. P Mrs. Ella Stivers, 153 E. Randall st. S Mrs. M. Jeffers, 1889 So. Charles st. I

173-MRS. J. J. HILL, BRAINARD, MINN., meets 2d & 4th Wednesday, 2 p.m., I. O. O. F. Hall. P Mrs. J. M. Hallett, 307 Maine st. P Mrs. Geo. Hertram, 217 9th st. S

174-MRS. ROBERT H. ORR, EVANSVILLE, IND., meets 1st & 3d Friday, 2:30 p.m., Evans' Hall, cor. 6th & Locust st. P Mrs. L. Fitzsimmons, 1052 Cherry st. P Mrs. Robt. Skinner, 604 Williams st. S Mrs. Kate Farrow, 1001 Chestnut st. I

175-WISCONSIN VALLEY, AHSBTSFORD, WIS., meets 2d & 4th Mon., 2:30 p.m., Mrs. Owen Hughes. P & I Mrs. Jos. McCabe. S

176-PRIDE OF CHATTANOOGA, CHATTANOOGA, TENN., meets 2d & 4th Wed., 2 p.m., K. of P. Hall, cor. 9th st. & Ga. av. P Mrs. Sam Ayers, 101 Reed av. S Mrs. Mary Musgrove, 21 Reed av. S Mrs. Isaac Pennybaker, 906 E. Montgomery av. I

177-ELLA MINOR, NEW HAVEN, CONN., meets 1st & 3d Thursday, 2:30 p.m., B. of L. E. Hall, Union Station. P Mrs. Chas. W. Ralph, 440 Howard av. P Mrs. J. W. Tracy, 299 Columbus av. S Mrs. Geo. H. Withrell, 50 First st. I

178-MRS. C. F. LONG, WASHINGTON, O., meets 2d & 4th Wednesday, 2 p.m., B. L. E. Hall, E. Main st. P Mrs. E. A. Mates, 21 Chester st. P Mrs. C. E. McDowell, 404 E. 4th, Canton, O. S & I

179-LORRAINE, ST. LOUIS, ILL., meets 1st & 3d Friday, 2 p.m., I. O. O. F. Hall, cor. 9th st. and Ill. av. P Mrs. W. B. Horstman, 812 market st. P Mrs. A. M. Adams, 624 North 9th st. S Mrs. J. E. Barnes, 1514 Illinois av. I

180-MRS. MARGARET E. CROCKER, SACRAMENTO, CAL., meets 2d & 4th Wed., 2:30 p.m., Forrester's Hall, I st. P Mrs. A. E. Brown, 725 7th st. S Mrs. W. Tawie, 610 Q st. S Mrs. B. Lightner, 914 E. st. I

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Russian Autocracy.

A massacre, wanton in its nature, is given as the cause of the absolute destruction of Minister Von Plehve with a dynamite bomb which horrified the world, but a world of people who recognized that with autocracy dethroned and reasonable liberal conditions substituted, the Czar and his ministers would be as safe in Russia as in other countries.

The war with Japan, with its lack of justification and success and consequent

necessity for forcing Russians, utterly opposed to the war, to don a uniform, shoulder a musket and forsake their families, all represent force—the element always used to sustain the Russian autocrats, and the scenes of force and brutality in dragging men into the service had a large tendency in bringing on the disturbances which culminated in the use of more force.

When a great concourse of the common people, mostly workingmen and their families, working at starvation wages and wages established by the Russian govern-



ST. ISAAC'S CATHEDRAL ST. PETERSBURG, RUSSIA.—In the Palace Square the common people gathered to petition the Czar for redress and received the lash, to club and bullet.

ment, which pays married men 125 copecks, 62½ cents, and single men 25 copecks, 12½ cents a day, in the government foundries, congregated for the purpose of petitioning the Czar, they were met with whip and bullet and hundreds fell killed or maimed by their own countrymen armed to sustain the autocratic government, abhorrent to all Christian people. Work was suspended almost everywhere, and riot seemed the general order of things, the soldiers whipping, clubbing and shooting to drive into submission, but the terrorism did not remain altogether with the poor workmen and the common people. There was evidently fear and trembling in the palace of the Czar and the minis-

your honest work at a period when all Russian workmen should be laboring unceasingly in order that we might vanquish our obstinate enemy. Strikes and disgraceful demonstrations led the crowds to disorders, which obliged, and always will oblige, the authorities to call out troops. As a result, innocent people were victims. I know that the lot of the workman is not easy. Many things require improvement, but have patience. You will understand that it is necessary to be just toward your employers and to consider the condition of our industries. But to come to me as a rebellious mob in order to declare your wants is a crime. In my solicitude for the working classes I will take measures



GENERAL VIEW OF MOSCOW, RUSSIA, FROM THE KREMLIN.—The Cossacks drove the strikers across the river, whipped, clubbed and finally shot many.

try, and the Czar finally agreed to meet a delegation of workingmen, when he is said to have been very affable, and said to them:

"I have summoned you in order that you may hear my words from myself and communicate them to your companions. The recent lamentable events, with such sad but inevitable results, have occurred because you allowed yourselves to be led astray by traitors and enemies to our country. When they induced you to address a petition to me on your needs they desired to see you revolt against me and my government. They forced you to leave

which will assure that everything possible will be done to improve their lot and secure an investigation of their demands through legal channels. I am convinced of the honesty of the workingmen and their devotion to myself, and I pardon their transgression. Return to your work with your comrades and carry out the tasks allotted to you. May God assist you."

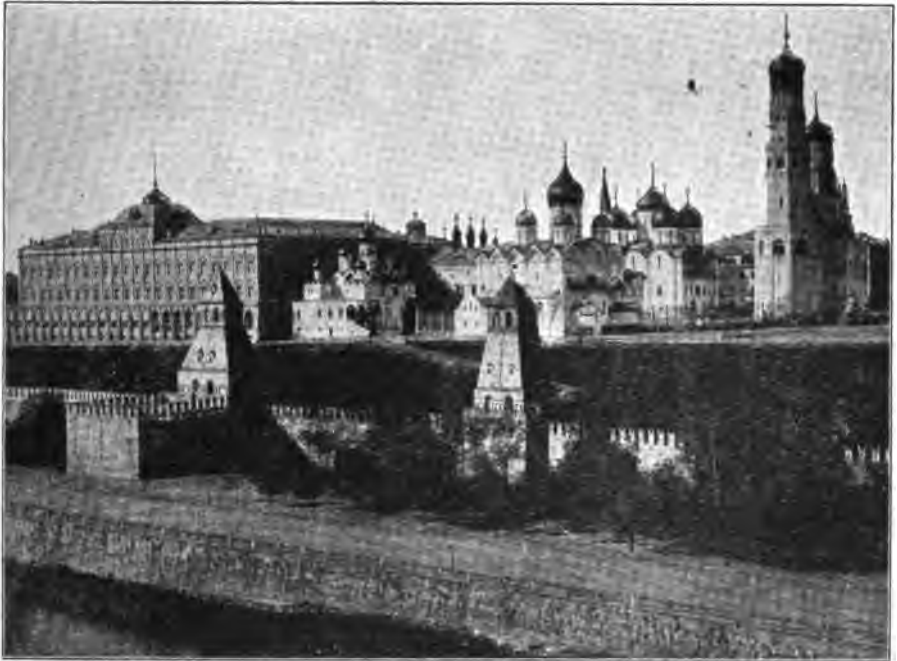
These workingmen said nice things about their reception, but it is charged that they were selected by their employers and that they did not represent the workingmen, and their action was dis-

owned and condemned at a public meeting, and the disturbance did not stop, as it was evidently hoped, and St. Petersburg, Moscow, and many other centers of industry needed an army to sustain the autocrat's authority.

These disturbances are commonly called strikes, but the disturbance extended to all the Polish cities. It is Russian Poland, but contains few Russians, and it is evident that there is a common sympathy with the movement, which, it seems to us, makes it assume quite a political character, and it is evident this thought has actuated the Czar in issuing an imperial decree ordering the formation of a committee headed by

of the past generations in Russia will lead the people to put little faith in the promises of the autocracy, and particularly the centralized power in the hands of a bureau of autocrats.

Forty years ago a law was granted in Russia containing what appeared to be absolute guarantees against arbitrary action by the police. Since the promulgation of that law it is said that more than half a thousand amendments, or by-laws, have been made, by which the original grant is denuded of the features that made it worth while. In 1903 there is a record of 6,500 cases of persons arrested for political offenses. Not one of these alleged offenders had a trial before either



KREMLIN PALACE AND CATHEDRAL, MOSCOW, RUSSIA.

Senator Chidlooski, a member of the Council of the Empire, instructing the committee to ascertain the cause of the disturbance and to prevent such disturbance in the future, the committee to consist of representatives of government departments, the various industries and the workmen. It is also said that the Czar has consented to the revival of the Zemsky Sobor or Ancient Land Parliament. This was a parliament of land owners and had little to do with Russian politics, but possibly it might lead to some reforms; but it is hardly possible that the millions of workmen would have faith in such a move, for the experiences

a jury or a magistrate. In every case the investigation and the punishment were conducted and inflicted by the police. Of the number mentioned 1,583 were liberated, 45 were sent before courts-martial (the offenses being of a military nature, as well as political), 1,503 were sent into exile and the remainder were punished with more or less severity, as the passions or the judgment of the police magistrate dictated.

Dr. Fishberg, in explaining Russia's industrial system, says:

"Trade unions and strikes are still unlawful in Russia. Less than fifteen years ago there were no labor organizations in

that country, and the men who first started them and joined them were treated as traitors by the government, and were sent to jail or to Siberia. But the movement could not be stopped. Organizers from England, Belgium, France and other industrial countries helped it forward, and eventually the unions attained such strength in St. Petersburg, Moscow, Baku, Odessa, Kieff and other industrial centers that the government has been obliged to extend a grudging toleration to them. That is to say, it has refrained from actively repressing them.

"But the point that cannot be too much insisted on is this—the striker in Russia is regarded as a rebel against the govern-

no laws restricting the labor of women and children, no laws to enforce more or less humane conditions of labor, as there are in other industrial countries.

"It is true there is a law fixing the hours of labor per day at eleven, but it is entirely different in its purpose and character from the laws regulating hours of labor in this country. The idea of it is to provide that all factory operatives, mine workers, etc., shall work eleven hours a day; their employers can force them, by the help of the law, to work for that period. But it is quite possible, by the payment of 'graft,' for an employer to extend that already too long working day to almost any length.



PALACE OF PETROPSKY, MOSCOW, RUSSIA.—It was in this palace that Napoleon took refuge when Moscow was in flames, Sept. 15, 1812.

ment, and the whole force of the government is *ipso facto*, arrayed against him. Russian children are taught in school that it is their duty to sacrifice themselves unquestionably (1) for the czar, (2) for their master, and (3) for holy Russia. Observe that the master is placed before the fatherland!

"The master—the employer of labor—is regarded as an essential part of the autocratic system. The government fears that if this authority is weakened the people will lose respect for authority in general. This, I suppose, is one reason why there are no factory regulation laws in Russia designed for the benefit of the workmen,

"As the right of public meeting is denied in Russia, the strikers inevitably come in contact with the police and the military. Until quite recently, it has been the practice to break up even the smallest assemblies. Military intervention generally becomes necessary because the police—the ordinary police, not the secret police—are very inefficient in Russia. They cannot be relied upon to break up a mob or enforce the policy of the government. The soldiers—particularly the Cossacks—must be called in. The policemen in Russia are shamefully underpaid. Even the captains of the police only get about \$16 a month, and, of course, they

are always open to receive 'graft.' Fifty cents is a liberal bribe to offer even to one of the police captains, and for \$1 he would do almost anything. This inefficiency of the police explains why the troops are called in so often to uphold the cause of autocracy in the cities."

The provincial assembly of Kharkoff in its address to the Czar said: "It is not enough to make laws, it is indispensable to guarantee their observance."

No doubt the autocrats have had their nerves sufficiently shocked to offer some sort of sop to the laboring men, revolutionists, terrorists and anarchists—but unless there is a new order of things the autocrats will, at the earliest opportunity, make use of the police and army if necessary, to crush opposition, and then beat and starve the leaders to death. There may be a Magna Charta, but it is likely to be of the King John order, to be violated at will, unless the army joins the opponents of autocratic power, and demand liberty, and a liberty that insures a voice in the government under which they live. May that time be near at hand!

THE EDITOR.

A Railway Romance.

GRACE BOTELER SANDERS.

All day, the rain in misty sheets had fallen. At night, the darkness was relieved only by the glints of silver. The mountain brooks, overflowing with sweetness, poured down the hillside and were joined by dozens of little streamlets that were hurrying to the river and the sea. Each train passing through the C., B. & Q. tunnel crawled carefully. In the overhanging precipices lurked danger. The loose alluvial soil, washed by the spring rains, carried floods of rocks with it, sometimes falling on the passing trains, sometimes on the very track where the unsuspecting victims were rushing into the mouth of death.

"Look out for the rocks. Bridge all safe."

This message greeted the engineer as he reached Monroeville. With a sigh of mingled pain and relief, he climbed on to the seat box.

"Orders," he said, bluffly, as he handed the crumpled yellow sheet to his fireman. "I dread tonight."

Billy granted.

"When it begins to rain in this country it never knows when to stop," he said. "It's been a regular flood for a week. I'd think the bridges would be pretty shaky."

"This is a good road." Frank Carlisle wiped the polished brasses carefully, inspecting each part of the machinery before he left the station.

"When you think of all the danger, it's terrible. Rushing along in the darkness headlong, maybe to safety—maybe to death. Think of them poor fellows last week!" he shuddered, involuntarily. "Struck a rock forty miles east of here. The engine turned a double somersault and buried her nose in a gravel bank. The caboose and fifty coal cars, with scarcely a moment's warning, plunged into the river. 43's crew was deadheadin' to Hinton; only their fireman escaped. I don't know how he managed, the current was like a millrace, but he was a good swimmer. Why, when Mike Flanagan picked him up, he was just worn out."

"My wife's always givin' me fits 'cause I won't quit the road," spoke up the fireman. Soon as I get money enough to go into business I think I will, but it seems like I can't save anything. I don't know what would become of her and the children if I'd die."

"I haven't any children, but"—Frank Carlisle cleared his throat loudly—"there's an old mother watching at the window every day for me. I've been on the road thirty years. Never had an accident. Some day, I suppose, I'll get my 'Everlasting,' if I'm doing my duty—and—"

"If we're ready," whispered Billy, solemnly.

"Yes." Carlisle read the orders again to hide his emotion.

"It might as well come one time as another, I reckon. What time have you, Billy?"

"Six-thirty."

"Train's ready," called the conductor. "We'll have to be gettin' out of here. It's going to be a terrible night."

In a short time second 46 was on its way to Grafton. A gloom gathered over the misty sky. The night and the storm fell together. As the train rattled on, the wind king swept down upon Grafton, twisting telegraph wires, poles and trees in a confused mass together.

The river burst its banks, and like a sheet of silver rushed down over the highways, sweeping everything with it. One hundred miles away 46, little knowing its danger, hurried to meet the storm. The crew watched with much interest the boiling white clouds toward which they were traveling.

"Ain't she a regular twister? I bet she's at Grafton, now."

"I hope she'll stay there till we're out of her way."

First one, then another voiced their fears.

Lightning in a dark cloud to the right flashed vividly. The trestle loomed in sight. How each timber creaked as the panting engine ascended the bridge.

Down beneath him, hundreds of feet, Carlisle saw the cruel rocks, which gored the water into foam. The last of the trestle disappeared.

"We're over at last. Thank God!" he said. "Twenty minutes to make up before we reach Grafton. Your steam's droppin', Billy. Only 120 pounds. Get up on the box and I'll fire awhile. Say, I'm as nervous as a girl tonight."

The engineer shoveled steadily. Billy Andrews, with hand on the throttle, watched the glaring headlight, which threw a yellow stream of light on the path before them.

* * * * *

The operator at the flag-stop nearest Grafton walked the floor uneasily that rainy night. Once—twice—thrice—he had signaled the terminal, receiving no reply. This and the fact that he had no orders for the eastbound train, added to his worry over the storm.

"Nearly time for 46," he spoke aloud. "I've no orders. Wire's down. The bridge has been shaky for three days, no matter what they say to the contrary. If this rain doesn't cause a washout, I don't know what will."

A thundering which shook the tiny building now announced the coming train. Like a rocket "Big Liz" shot past the lighted window, turned the curve and was swallowed up in the darkness.

"Gone," he cried, "God help them!"

All other sounds were now drowned by the rush of the storm. Suddenly a terrific knock was heard. Roy Ellis drew the bolt cautiously.

"Who's ther?" he called.

"Tim Simmons," growled a deep voice. The door flew open. In its framework, behind a background of darkness, before him—a blaze of light—stood a dripping figure. Breathless, he cried:

"Bridge's gone over the New. Telegraph! Stop the train! Quick, Roy. My only son's on that train tonight, rushing to his death. Hurry."

The operator's face blazed. All the hours of torture were now explained.

"How'd you find it out?" he demanded.

But his visitor stopped him.

"A hobo came to my house not thirty minutes ago. He saw the timbers fall. Don't wait for questions. 46 passed ten minutes ago. Do now and talk afterward!"

With sickening dread, Ellis took his seat at the table, touching the instrument lovingly.

His failure of a few minutes before came back to him. But he signaled again and met no response. With a groan, he buried his face in his hands.

"Send that message, I say." Simmons, like an enraged giant, stood over him. A rough hand gripped the boy's shoulder.

"I can't."

"Why?"

"Line's dead!"

For a moment the clock ticked loudly. Two men watched and prayed while the train sped on.

To Ellis came the inspiration first. Before the other knew what he was doing the phone bell rang wildly.

"Hello! Hello, Central! Is there a phone near the New River Bridge?"

"Call Grafton!"

"Line's Down. Can't. Try to get Newman. It's a matter of lives, Central."

"I'll try," came back a girl's voice, strong and clear.

Every nerve tingling, Ellis waited. Soon the answer came.

"George Jones, half a mile from the bridge, has one. By transferring, I think we can reach him."

"Thank God!" Simmons opened his clenched fists, listening for the voice again.

"Tell him," Ellis' whole form quivered with emotion. "Tell him the washout has destroyed the bridge. No. 46 passed half an hour ago with ten passenger coaches. They must send a messenger to flag the train. Good-by!"

As the tinkling bell ceased, Ellis sank into the chair. Simmons still crouched by the window watching the sheets of rain.

"Are you a Christian?" he asked tremulously.

Ellis nodded.

"Then, for God's dear sake, pray."

Simmons continued his petition in disjointed sentences. Ellis dropped to his knees and with face turned heavenward humbly asked His aid. And as these moments passed, where was the train? Did the Watcher guide them?

At the verge of the chasm a messenger stopped the train. They had turned the curve near the river when a bright fire suddenly appeared on the tracks before them.

A funny little figure stood beside the signal light and as the train stopped waved aloft a burning brand,

"The bridge! The bridge!" it shrieked.

Rough winds tossed back the black cloak, revealing the form of a girl, brown of eye and pink of cheek. Her work done,

the bright face paled, she tottered and fell before them.

The engineer sprang to the rescue, pulling the oil-skin cap from a dainty little head running over with brown curls. He paused aghast, peered first into the deep gulf where the heavy timbers had fallen crashing into the river, then back at the brilliantly lighted train with its living freight.

"What's the matter?" cried the passengers.

"Who is it?" as they saw the unconscious form.

"Some girl has saved us from great peril," said the engineer softly; then

the track and of the difficulty she experienced in lighting the pine sticks which she had brought from the yard at home.

A purse of gold was given her by the grateful passengers. The president of the road voted her the gold medal for bravery with a perpetual pass.

But in after days the most delightful of all the pleasant memories, was that of the face which first smiled at her when she regained consciousness. In fancy, the honest blue eyes beamed on her again and she seemed to hear the voice that thrilled her through and through as he said:



"WELL, I SHOULD LIKE TO KNOW WHAT SHE IS DOING." "STEADY, NOW! LOOK RIGHT AT ME."

added, "If she had not warned us, you can all see what the end would have been."

He carried her into the nearest car; tender hands bathed the pale face, cut from her feet the shoes jagged by rocks.

Dazzled by so much splendor, the girl lay contentedly on the crimson velvet cushions. When stronger, with many admiring eyes watching her rose-bloom face, she told the story.

Told of the message by telephone, the lonely tramp through the blinding rain, of an invalid mother left alone and of the terrible climb over cliffs to the bridge. How the rain ceased before she reached

"Brave little girl—the saver of the train."

The cottage near the bridge now stands empty. It was Frank Carlisle who transplanted the sweet wild rose (now blooming for him alone) to the prettiest cottage of Grafton.

It was a fragrant June day when Frank Carlisle and Georgia Jones were wed. Time has dealt kindly with them both, for in their tiny home happiness alone reigns.

At the foot of the bridge Engineer Frank always pauses with thoughts of the long ago. He never tires of tell-

ing the story of Georgia's bravery and his happy courtship, then adds:

"It's an ill wind that blows nobody good."

Tom Thornton's Superstition.

BY JO CUSTER.

Two miles below G—, near a treacherous curve on the Southwestern, Amelia Strong lives with her grandmother in a modest little cottage, surrounded by a small farm right in the heart of the pine belt. The country roundabout is sparsely settled, their nearest neighbors living some two miles distant at the outskirts of the little village. Here amid the pines in the foothills of the Ozarks, where medicine is a rarity and doctors are unknown, where Nature tints each cheek of her children with indelible rouge, this mere slip of a girl has grown into womanly beauty.

Trainmen passing day after day had been wont to wave at her familiar figure, clad in blue calico and white apron, but hesitated for fear of a father and a double-barreled shotgun. Tom Thornton, one of those wild and reckless engineers found on passenger runs of all trunk lines, waved one-day on his engine and received a response, much to the amazement of his fireman.

Tom's run was the fastest on the road. He was a good engineer, a fine machinist and a conscientious fellow. He was young and full of pluck and perseverance. When the dispatcher gave him an order to make up an hour's time whenever his train came in late, he could take it and be depended upon to carry out his chief's instructions. Like a great many people, and especially railroad men, he was a bit superstitious. Black cats, rabbits and cross-eyed folks were his hoodoos. The influence of these had caused him no end of trouble in the way of suspensions, and had placed not a few demerits opposite his name on the records of the master mechanic's office.

Rounding the curve the next night on his northbound trip, he saw a light in Amelia's window, and remarked to himself that her bean must be down helping her burn the midnight oil. Such was not the case. Men are oftentimes stupid creatures, and this particular one was not an exception to the rule. She had placed the light at the window to see if he would discover it, and answer with a short blast from the whistle.

Several days later Tom slowed up near the section crew, and the foreman climbed aboard the engine to inquire of the trouble. Tom pretended to have found some "bad track" near the curve and re-

quested him to remedy it. "Say, Jim," he added, "who is that little specimen of feminine beauty that lives back there in that lonesome-looking cottage?"

"That's old lady Strong's granddaughter."

"What's her name, then?"

"Amelia—she's an orphan."

"Amelia who? You section men are about as dense a lot as a gang of Australian shepherds."

"Well, you might know that it was the same as her grandmother's," the foreman replied, as a broad grin parted his face from ear to ear.

"Not necessarily. Well, tell her the first time that you see her that I would be pleased to make her acquaintance. I am partial to orphans," said Tom, as he reached for his throttle and left a long cloud of smoke in his wake and a wondering trackman to look for the supposed bad track he had told him about.

The old section man told her what Tom had said, and after finding out his pedigree and inquiring into his general make-up—for most women are suspicious of railroad men—she agreed to let him come down some time on one of his lay-offs. The old fellow requested her to put it down in "black and white," for fear Tom wouldn't believe him on account of the prank he had played with him.

Tom received the note from the operator at G— on the following night when he went in to register. He scrawled an answer on a message blank, stating that he would be down Sunday, and handed it to the operator, who took it between yawns and hung it on the hook.

The following day, bright and early, Tom went to the master mechanic's office and applied for transportation. He boarded the train as it came through the shop yards, and seated himself in the chair car.

"Hello, Tom, what are you doing on here?" inquired Bob Stevens, the conductor, as he came through for the tickets. "I thought that you would stay in town today for the football game."

"I did intend to, but there is a fellow at G— who has a farm for sale, and I thought I would go down to look at it. Farming, you know, is a good thing to fall back on after a fellow has 'lost his nerve,' as is frequently the case on these fast mail runs."

Tom made the conductor believe that the farm in question was near the curve, and prevailed upon him to have the engineer slow down near there so he could get off. This would save him a walk of two miles over a rough road.

Arriving at Amelia's, a black cat ran across his path and darted through the fence.

"I don't like that at all," he said, as he mounted the steps and knocked at the door.

Amelia admitted him, and after an awkward introduction on his part she welcomed him into the parlor. She was agreeably surprised at seeing him, as she had not received any word of his coming. Tom mentioned the note he had left with the operator, and was astonished to see her face color a little when he asked if she knew him.

With a certain amount of womanly delicacy, she told him that the young man was a little in love with her, and that he no doubt harbored a little jealousy toward any one that might happen around

"Please don't throw at Pluto," Amelia begged; "that is my pet, and gran'ma wouldn't like it one bit if she knew it."

"Well, the old saying you know, 'Love me, love my dog.' But I don't like black cats, and haven't any special love for those of any other color. They seem to hoodoo me."

"Hoodoo! What in the name of creation is that?" she asked.

"A kind of bad luck," Tom replied, in a polished railroad accent.

They started home after getting a small basket full of chinquapins to eat around the big open fire.

Tom stayed for supper after receiving a most cordial invitation from both Amelia



PICTURE TAKEN AT THE SILVER WEDDING OF MR. AND MRS. JOHN L. VANDIVER, AT THEIR HOME IN BALA, PA.—Mrs. Vandiver is a daughter of Third Grand Engineer Bro. D. Everett and wife, who attended the twenty-fifth anniversary of their third daughter's marriage on January 21, when more than one hundred guests were present to wish them many returns of the day.

to see her. To both it looked as though the missive had been intentionally intercepted. A prank of that mischievous little god of love in this remote part of our great mundane institute.

This was a typical autumn Sabbath. The bluejays and thrushes fluttered among the trees, some fussing in a bird-like way, while others of a seemingly sober disposition sat in little sun spots enjoying one of Nature's sun baths. It was an ideal day for hunting chinquapins, and Tom and Amelia, followed by the cat, strolled down into the grove to pick those that had opened. Upon seeing the cat, Tom proceeded to hurl stones at it.

and her grandmother. The cat purred around his legs at the table, and Tom bridged the chasm that formerly existed between them by slyly throwing it a few scraps. These were received by the cat as a token of his esteem and affection for him, and were reciprocated by his playfully scratching the big engineer's foot.

Shortly after their meal was finished and the customary chat over empty cups had ended, the nag was hitched to the sulky and Tom was driven to the station. He arrived in time to take No. 2, the fast northbound train. He departed with numerous invitations to come down to Sunday dinners; go with a party on a fish-

fry; go to camp-meeting; and the fact that the latch-string was always hanging on the outside of the door was favorably impressed upon him. It was a case of rural hospitality and true love at first sight.

He was a frequent visitor at the little cottage, and he was always welcome; for he was a man in the true sense of the term—a fair exponent of that higher order of railroaders found on all of the great systems of today. He was reckless only when he sat upon the seat-box of his locomotive, and his great heart throbbed with each pulsation of the exhaust. Then he was daring.

Several months after first meeting with Amelia his aged mother died. He felt alone in the world. This sad event in the young man's life made him more sympathetic; seemed to Christianize him. His familiar face was missed at the downtown resorts. Though he never drank, he spent much of his time there with the boys in a "quiet game." Now he was avoiding the very appearance of evil.

Like all mortals in love, Tom began to grow suspicious of his rival, the operator at G—. He well knew how easily he could put an end to his earthly existence by a few extra touches to a train order. This fear grew upon him, and he had come to the conclusion that one or the other would have to resign.

This was noticed more forcibly on Christmas Eve, when he went in to sign for orders, and was greeted with a scowl. This phase of the crisis puzzled him, and caused him a sleepless night after he had made the run to the other end of the division.

The call-boy came to wake him as usual, but found him up and dressed.

"How late are they this morning, little man?" he asked, sighing and looking out of the window at the falling sleet.

"Two hours and fifty minutes, sir," replied the lad, as Tom signed the book and handed it to him. He tucked it under his little gum coat and started out after the fireman.

Fifteen years before, Tom Thornton had called the little fellow's father, the last day that he spent on earth, when he rode his engine into the jaws of death to save the lives of those in the coaches, while he could have jumped and saved his at the peril of the rest. The company had given his only child this position in recognition of this faithful performance of his duty.

"Such is life, though," thought Tom. "Two hours and fifty minutes late and a slippery track. That's pretty tough for Christmas. The same old story—'drawbacks' in all the walks of life! I guess that they will put about ten cars to the 53

today, and expect me to make up about two hours of the lost time. If they do, some of the passengers that haven't accident policies will want to get off and walk home."

He had not miscalculated the situation. They pulled out of T— with a very heavy train. It was up-hill work for eighty miles, with slippery rails and running against a storm of sleet. The fireman worked as he had never worked before, and not until the crest of the ridge was reached, did he breathe a sigh of temporary relief. He knew that sixty miles of the track ahead was mostly down grade and that the train would roll.

At O—, Tom went in to get orders. "The dispatcher wants to know if you can get to S— for No. 1," repeated the telegrapher as he copied the message.

"Tell him yes," Tom answered, as he looked at his watch and saw that it meant the cutting out of forty minutes of the lost time.

The conductor and Tom signed the order, and each took a copy of it. They both hurried from the telegraph room, for each minute meant a mile of steel traversed. The operator sat at his key and reported them two hours and ten minutes late, as they pulled out of the train shed.

Running into H—, he whistled four times for the white light, but the red remained.

"That's queer," he remarked to his fireman, "orders here for No. 2; something must be the matter with No. 1."

He reversed his engine and slowed down so the operator could give him the order. No. 1 had lost time and the meeting point had been changed. The man at the key at G— had been instructed to hold the red light on No. 1, and keep them there until No. 2 had arrived.

"I'll never see any light in the window tonight. It's past ten and everyone is in bed by now, or ought to be. I wouldn't mind if I were tucked in at the boarding house myself."

The thoughts of a good feather bed at the terminal made him crouch a little nearer the boiler. He was thinking not only of rest and sleep, but of someone—well, of someone else! Amelia, at that far-away little home, was doubtless dreaming of a neat little cottage that Tom had pictured to her on one of his recent visits. She was eagerly waiting for the day when he was so drive up to the front gate with the parson.

"Give the old kettle a good fire, George," yelled Tom, good-naturedly, to his fireman. "It's a hard pull to the top of the hill and it will take a full head of steam to make it. Once over and we'll strike that curve at sixty a clip."

To the boys in the engine it seemed sixty miles an hour; to the passengers a hundred; but to the speed recorder, seventy-nine. Seventy-nine miles an hour down grade with twelve cars and nine of them loaded with human freight, all longing to see the faces of those that were to meet them at their destination. It was a wild ride. A wild one even to the old conductor, who thought of the dangerous curve at the foot of the hill, and knew how hard such a train would be to control in case anything should happen to the air brakes.

Tom's engine struck the curve at a ter-

When Tom told them of the hoodoo that had run across the track in front of them, they wanted to mob him for throwing them into so many ungraceful and undignified positions. He had faced the god of love and his little darts, and various dangers of railroad life, but this was the first time that he had ever been confronted by a lot of irate passengers. The conductor reprimanded him, and ordered him to mount his engine, telling him at the time that he would report it to the master of trains.

The passengers started back to the cars when they were stopped by a shrill whis-



VIEW OF BIG HORN RIVER, NEAR CUSTER BATTLE-GROUND.—Mrs. J. Britton, Phot'r.

rific rate of speed and adjusted herself perfectly to the elevation of the outer rail. The whole train balanced itself like a great ship upon the crest of a mighty billow.

"There goes a cat across the track," yelled the fireman.

No sooner spoken than the slapping of the emergency brakes against the wheels sounded like the report of a cannon. The passengers played hide-and-seek with one another, and they all imagined that death was near at hand. They finally collected their wits, and several started forward to save the lives of the engineer and fireman.

tle of an approaching train, followed by the flickering glare of an electric headlight; then the black outlines of a massive mogul, emitting fiery embers toward the starless sky. There was a scurrying of feet; a silent prayer; then a deathly stillness.

A crash!

Total darkness that seemed like the wings of death encircled the scene. The hissing of steam and the grinding and gnarling of the drivers of the southbound engine sounded like a beast of unknown species.

The home of Amelia's grandmother was

converted into an improvised hospital until the relief train could get there. Only the engineer was killed, dying at his post like a hero, and with his hand grasping the greatest of life savers—the air brake. The fireman jumped and escaped with a broken wrist. Many of the passengers came out of it unhurt, while others were not so fortunate.

The investigation proved to the satisfaction of the management that the operator at G— was at fault, and all the blame rested on his shoulders. When the engineer of No. 1 blew for the signal light, the operator turned it white and



BRO. J. BRITTON, MEMBER OF DIV. 624, SHERIDAN, WYOMING, AND CROW SQUAW.—Mrs. J. Britton, Phot'r.

let him by, contrary to the orders of his dispatcher.

He received his dismissal and his name was entered upon the black list of the road. He cursed his luck, and regretted the fact that he had failed to get the scalp of the man who had defeated him in a statesmanlike manner in the coquest of a woman's heart.

THE worst place in the world for a scold or for one who glories in his skill in the use of the two-edged sword of sarcasm is in any publication.—*Nat. Printers' Jour.*

The Vial's Secret.

BY E. F. STEARNS.

The hour had come wherein lower New York draws the cover of its roll-top and bustles away toward the elevated road and uptown dinner.

In the laboratory, Gunnison, assistant chemist to that eminent analyst, Dr. Merriweather, had concluded the process of cleaning up for the night. He had slipped out of his apron and into his overcoat, and was about to switch off the lights, when Dr. Merriweather came from his tiny private office.

"All done, eh?"

Gunnison eyed with veiled distrust the bottle in the doctor's hand.

"Is there anything you wish me to do—" he began, perfunctorily.

"No! Not tonight! Let me see! You're going over to Jersey City in the morning, aren't you?"

"To report to those Graydon Mining people—yes, sir."

"All right. Go straight over there from home. That will bring you back here to the laboratory by noon?"

"Easily, I should think."

"Well, that's time enough."

Merriweather placed the bottle on the table and seated himself upon the distilled water carboy.

"Very likely I shall have left when you get back—Johnson's acid works, over in Greenpoint, have managed to get into some sort of muddle again. Go to work on this stuff as soon as you come in. I want to report it tomorrow night."

Gunnison reached for the bottle and examined it.

"Solution Bromide of Soda," he read. "Brand Brothers, Manufacturing Pharmacists. What about it, doctor? Some one getting suspicious of Brand Brothers' preparations?"

"Not quite. It just came in from the Coroner's office for analysis."

"The Coroner's office?" Gunnison opened his eyes.

"Nothing less. There's a thrilling mystery in that bottle. The label, as you see, informs us that it contains bromide of soda—a harmless sedative, of course. The last man who took a dose of it died within six hours!"

"And they think—"

"That the stuff's morphine, instead of bromide, and that the old fellow was dosed to death with it."

"Purposely?"

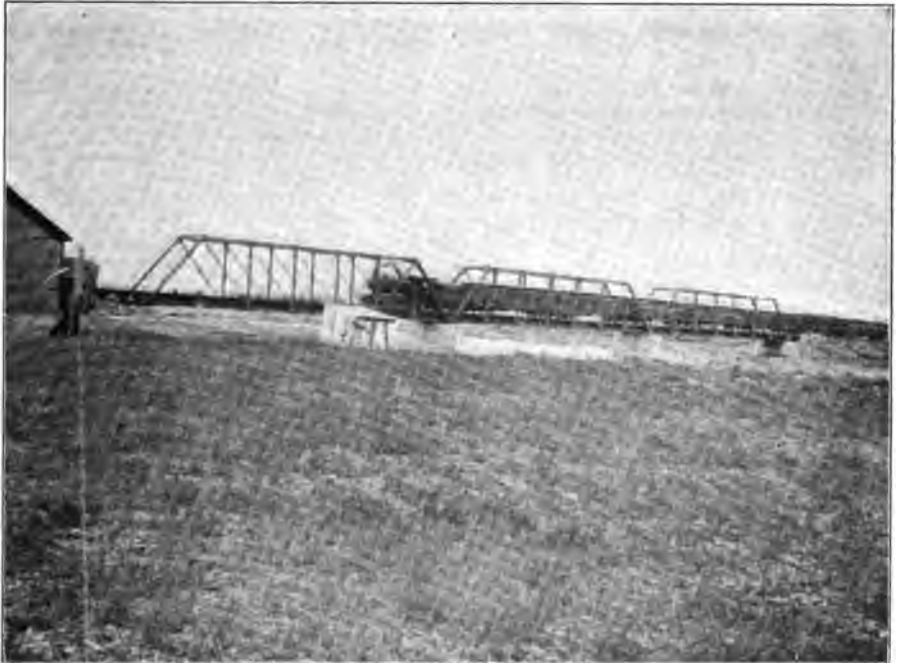
Merriweather shrugged his shoulders.

"That young sawbones Carney, who brought in the thing, spent a solid hour spinning the yarn to me. The late lamented was an old chap up town. He'd been confined to his bed for months, I understand, but they hardly expected him to go off like this. He had all sorts of money and no relatives, save a niece—an orphan—who went to take care of him something like a year back."

"And what led Carney to think that it was morphine poisoning?"

"He says that he knew it for morphine poisoning on the instant. To all appearances the old man had risen from bed and tried to cross the room; but he must have fallen and carried down the medicine table with him. Plates, glasses—everything—were smashed to bits, with the single exception of that bottle beside you. Carney asked one of the maids about it. She had been helping the niece with her nursing, and she recognized it at once. Here's where the clues begin to bristle, Gunnison.

"The maid told Carney that the family



BURLINGTON TRAIN CROSSING BRIDGE AT FORT CUSTER, MONT.—Photo. by Mrs. J. Britton.

"And they suspect the niece?"

"Carney does, and I imagine that he has implanted that belief pretty firmly in the Coroner's office. It seems that about 3 o'clock this morning some one routed Carney out of bed, and he found the old man's butler on the steps, with a hurry call for medical aid. The family physician is out of town.

"Well, before long he was examining the poor old chap. None of the women had had sufficient strength to move him—he lay stretched on the floor, just as they had found him. He was just breathing, and Carney went to work to revive him; but it was no go. The old man died within ten or fifteen minutes."

doctor—his name's Macgruder—had been in during the evening. The old man had suffered considerable pain all day, and Macgruder wished to leave some morphine for him. He asked for a bottle in which to dissolve some tablets, and, according to the maid, the niece gave him that one. Later on, while the maid was in the room, the sick man called his niece for something or other, and that prepossessing young woman very calmly gave him a tablespoonful of the stuff. Macgruder had instructed her to administer it by half-teaspoonful doses."

"Do you—do you suppose a young girl could commit a cold-blooded murder like that?"

"The old man was pain-racked and peevish, and very frequently swore point-blank at the girl. Maybe she's one of these hysterical mortals who go irresponsible after a prolonged strain, such as this nursing must have been. Then, too, the old fellow had willed all his money to her, and Carney says there's a stack of it. She may have needed some."

Gunnison was breathing rather heavily. Dr. Merriweather arose and yawned. He turned to leave the laboratory. The assistant chemist slid from his stool and started after him.

"Dr. Merriweather!"

"Eh?"

"What—what did you say the dead man's name was?"

"Golden—Philip Golden, I believe. He was a retired broker, or something of the sort—lived up on Madison avenue."

The door closed behind Merriweather. Gunnison gripped the table for support and choked back the sharp cry that had almost escaped him.

Editha Golden, the niece in the case, happened to be Gunnison's dearly beloved fiancée.

* * * * *

Shades were drawn at the Golden home. A silent maid escorted Gunnison to the library, and there he waited, awed at the uncanny stillness of the big house.

Very shortly the curtains parted and a slim girl entered, beautiful but haggard and pathetically weary of mien.

"It is all over," she said.

"Yes, little girl, it's all over."

Gunnison gathered her into his arms, and for a little time she sobbed on his shoulder. Presently she allowed herself to be drawn down beside him on the couch.

"Bobby, dear, it's so good to have you here," she sighed.

"But why didn't you send for me during the day?"

"I—don't know. I—I think I was—afraid."

"Afraid?" Gunnison smiled with tender incredulity.

"Yes. I—wanted to see no one, not even you, Bobby. I—I was afraid, and—"

Her voice died away and the girl stared across the room at the fireplace.

"What is it, child?" Gunnison asked, gently.

"Bobby!" Editha's eyes were wide with terror as she faced him suddenly. Her voice dropped to a whisper. "I never meant to tell a soul—never till the very day I died! But I can't—I can't help it. I can't bear it alone any longer. All day I have felt somehow that the servants knew—that—"

"Knew what?"

"And that doctor last night, too—he said nothing, but when he left he stared at me so strangely. He must have seen it—he must have found it out. He'd be sure to know—a doctor would know at once—wouldn't he!"

She clutched his hands, and he felt that she was trembling violently.

"Bobby, I—I—killed Uncle Philip!"

"Editha!" Gunnison's heart seemed to cease beating.

"I did! I know it! I killed him!" she moaned, clinging to him like a frightened child.

"Hush! You don't know what you're saying, Editha. Some of this infernal pack of servants will hear you, and—"

"Oh, I'll be quiet," Editha hurried on, the words tumbling forth excitedly, "but I must tell you, Bobby. I must—I'll go mad if I don't. Last night Dr. Macgruder came in for a few minutes—he was leaving the city. Uncle Philip begged him for something to ease his pain, and the doctor took some morphine tablets from his hypodermic case and asked me for a bottle to dissolve them. I gave him one of those bromide bottles—poor Uncle Philip needed so much of the stuff to quiet him that we have empty bottles all over the house. There was a half-empty bottle of bromide on the table, too, and after he had fixed the morphine, Dr. Macgruder handed it to me and cautioned me to label it at once, before I confused it with the bromide. Then he hurried away, for he had barely time to make his train.

"Yes?" Gunnison forced from dry lips.

"I put the morphine bottle at the edge of the table and apart from the others, and went to my desk in the next room to write the label. Oh, Bobby, I was up all the night before!" she pleaded suddenly.

"Go on, Editha."

"I suppose it was simply criminal, but I was so utterly fagged that while I was writing my head began to nod, and when I had finished I fell fast asleep at the desk. I must have been there more than an hour before uncle called me. I was sleepy and completely confused for a while. Ellen was in the room—the second waitress, you know—and she had been trying to quiet him; but he insisted upon having me give him a dose of the bromide. He was so impatient and overwrought that I hurried over to the medicine table, picked up the bottle and poured out a tablespoonful. He took it, and then—"

"And then?"

Editha shuddered.

"I went into my room and fell asleep across the bed. I think that it was a little past 3 when the crash aroused me. Uncle had left his bed and fallen and overturned

the medicine table. Everything on it was broken."

"Everything?"

"I think so. We sent William for a physician and he brought Dr. Carney—a young man. He said that nothing could be done. Oh, Bobby, think of it! I must have seized that morphine bottle in my excitement, instead of the bromide—and I killed poor uncle! I never realized what had happened until I found the label on my desk this morning!"

Gunnison, during the narrative, had regained some degree of composure. Palpably, she knew nothing of Carney's gruesome theory, nor of the unbroken bottle. He turned to the girl with what, under

The Graydon Mining matter could not be postponed, so Gunnison did not reach the laboratory, with its fateful bottle, until 1 P. M. the next day.

Merriweather had left. The office boy was holding the place in solitary glory. Gunnison entered the laboratory and closed the door behind him.

On the table, as he had left it the previous evening, stood the bottle. He snatched it up angrily, and raised his arm as if to dash the thing to bits.

That would settle it. Either the bottle held morphine or it held bromide of soda—death or life. Which? Neither he nor any other could tell without analysis. Gunnison had resolved never to learn.



THE C. & A. RED TRAIN, THE ALTON LIMITED, BRO. M. H. BUTLER, OF DIV. 19, AT THE THROTTLE.
—Courtesy F. M. Butler.

the circumstances, passed for a confident smile.

"Edith, haven't you excited yourself a great deal about nothing? I don't believe you ever confused those two bottles."

"But if I didn't—if I gave him the bromide—why did he die?"

"That might have happened any other night, little girl. Macgruder has always said that, you know. His heart was weak. When's Macgruder coming back?"

"Tomorrow night."

"Then you may be quite sure that he'll explode that foolish notion of yours, Editha. He'll tell you that a bad heart was responsible."

"I hope so. But—oh, if I only knew!" cried the girl.

But suddenly a new aspect of the case flashed over him. Suppose that he did shatter the thing? Might not the very act later loom up as a transparent trick.

Gunnison caught his breath. Intentionally or otherwise, the bottle must not break. He replaced it upon the table with the utmost care.

For an hour he paced the floor, trembling at times in an agony of indecision. He dared not destroy the stuff. Dare he analyze it?

The chemist uncorked the bottle with a firm hand, selected a clean test-tube and poured out a little of the liquid, water-white and enigmatic. He reached for one of the reagent vials on the shelf—and paused again.

Suppose that it should prove to be morphine? What then? The news would be transmitted through Carney to the Coroner. An inquest would certainly be held. Carney would give his testimony. Ellen, the maid, might positively identify the bottle and swear that her mistress had given of its contents to Golden. They would call it murder. Then they would look for a motive—and find it in Golden's will.

Almost with loathing, Gunnison sprang away from the table and the bottle.

The afternoon grew and waned. Gunnison tramped on and on and on, heedless of the passing hours, wrestling with his problem; now, maddened with the uncertainty; now cursing himself for not undertaking the analysis.

The closing of a door caught his ear. In an instant his brain had cleared. The emergency was upon him. Merriweather had returned. And, on the spur of the moment, quite a simple solution of the difficulty appeared to Gunnison.

He glided across the laboratory, uncorked the bottle once more, quickly inverted it over the sink and watched the liquid disappear down the drain. He hurried back to his desk, drew forth a note-book and hurriedly set down a spurious record of the analysis. He produced a report blank, the report for the Coroner, and inscribed in a neat hand the information that a bottle submitted by one Dr. Carney had been found to contain a solution of bromide of soda, free from adulterants.

The chemist mopped the perspiration from his forehead, bathed his burning face in cold water, smoothed his rumpled hair, and, picking up the report, walked to the door of Merriweather's office.

The doctor was at his own desk, writing away under the incandescent bulb.

"I'm through with that stuff from the Coroner's office," Gunnison said, rather hoarsely.

"Eh?" Merriweather whirled about in his chair.

"That bromide of soda bottle."

"Pshaw! Have you been working at that, Gunnison?"

"Yes. I—"

"I meant to tell you—rather, to leave a note for you, about that," said Merriweather. "I went at it myself this morning—made an analysis out of sheer curiosity."

The report crumpled audibly in Gunnison's hand. Merriweather had analyzed it—yes, and reported it as well!

"What—what did you find?" the assistant chemist managed to ask.

"Ei-yah!" Merriweather yawned and

stretched, and to Gunnison the operation consumed hours. "Why—ah—there was nothing under the sun in that bottle but a dilute solution of bromide of soda." Merriweather turned back to his desk and hunted for a cigar, as he talked. "I tell you, Gunnison—nothing personal in this; of course—if there is one thing worse than a young chemist, it's a young doctor. This Carney chap must have a head full of dime-novel romance that he's trying to fit into everyday life. Positively, from what he himself told me yesterday—eh?"

Merriweather realized with considerable astonishment that he was alone in the office.

Below in the street, Gunnison was pushing frantically through the crowd. An echo of the night before dinned in his ears—"But if I only knew!" And he sacrificed the toes and ribs of the populace, in the speed of his transit; for she could know—now.

A Woman's Pleasure.

BY SYBIL CONSTANCE BARLOW.

"Lucky fellow, that Barry Seymour! On the high road to fame and fortune," remarked Lord Donoghue, and when his Lordship said anything it was not to be contradicted, so the listeners tried to look interested, and remember who Barry Seymour was. One of the many rising young artists who had two pictures on the line in last year's Academy, and was now going to paint Lord Donoghue's daughter, the beautiful Alix. Barry Seymour himself was very delighted with his good fortune. Many a time he had longed to paint that face, the face which had more charm for him than any other, the face which haunted him so very, very often.

"You really promise to sit for me! You're divine," exclaimed Barry, gratefully.

"I know it," returned Alix, surveying her old friend with a saucy air.

"When shall we have the first sitting?"

"Whenever you like."

"Tomorrow at eleven?"

"Impossible! I am going shopping with Mrs. de Hawtris."

"Wednesday, then?"

"I leave town on Wednesday, but I shall be back by Saturday."

"Any day I like," groaned Barry.

"Well, what about the following Monday?"

"Yes, I will come then." And so she did, late, it is true, but so charmingly penitent that Barry could not remonstrate.

"You look hopelessly fashionable," he said. "Now I am going to transform you into a picturesque maiden, like this," and he showed her a rough sketch.

Lady Alixe cast off her hat and cape, and calmly rearranged her hair.

"That is better," said Barry. "I will set to work."

Never had he taken more pains, and certainly never had he succeeded so well. The morning flew by all too quickly, but his model was gracious, and promised to come every day until the portrait was finished. I fear an unprecedented amount of sittings were required, and Barry soon found his model so fascinating that the studio was intolerable to him without her presence.

he was only spoiling his former efforts.

"I shall only come once more," she said, on leaving, and Barry assented.

But when she came he found it utterly impossible to continue.

"I cannot paint today; it is useless to try," he said, at last, throwing his brush down impatiently.

Alixé came behind his chair and regarded her likeness critically.

"You are spoiling it."

"I know, but for all the world could give I cannot go on."

"Supposing," she said, hesitating a little, "that I did what—what you asked me to. Would it make any difference?"

Barry started up.



SHAY LOCOMOTIVE N. P. RY., MOUNTAIN CLIMBER OUT OF YACOLT, WASH., BRO. W. J. HAAG, DIV. 379. AT THE THROTTLE.

Alas, for the builder of dreams and fancies! One day poor Barry could restrain himself no longer, and very much astonished Alixe by offering himself to her. She was a little pleased at first (women don't often consider the feelings of their victims), then the capricious young lady grew angry at what she termed "his presumption," and she left the studio.

"You must never speak to me like that again," she wrote, "I will be generous and come for you to finish my portrait, and then—good-by."

Two more sittings accordingly took place, but Barry's power seemed gone. In silence he worked away at his ease, but Alixe observed with annoyance that

"Oh, don't!" She drew away from him half frightened.

"Don't what? I have done nothing, but this is what I am going to do." Alixe submitted meekly, and I fear another day was lost, but after that Barry set to work in earnest, and it was not long before the picture was completed. Alixe came to see it when framed, and was well satisfied with the result.

"It is beautiful, much too beautiful to be like me."

There was something unusual in Alixe's tone, something jarring and unpleasant. Barry noticed it, and saw, too, for the first time, hard lines round her mouth, and a cold, haughty look in her eyes. He took her hand, but she drew it away.

"Why, Alixe, what is the matter? Are you vexed? Is it 'Mustn't touch' today?"

"Yes," she said, low, but clearly; "to-day and every day, Mr. Seymour. I—I have changed my mind."

His white face puzzled her. She did not understand his expression, and felt pettish.

"Well," she said, breaking the silence, "you don't seem to care much."

"If I care," began Barry, passionately—but her silvery voice checked him.

"Oh, don't go into heroics! I can't bear scenes, you know; and I'm awfully sorry!"

"Sorry!" That word from her lips, so spoken and so meant, was an insult to him.

"If you don't wish for a scene, leave me, for God's sake!" said Barry, huskily; and he turned away and stood by the window until Alixe had left the room, shrugging her dainty shoulders.

"Oh, yes!" she said to a girl confidante, "my picture is finished, and well done, too. I felt convinced he could do it if he set to work in the right frame of mind. Poor Barry! he nearly spoiled it in the middle; but I managed that."

"How?"

"Why, the silly fellow lost his senses," replied Alixe, glancing complacently at her reflection in the mirror, "and when I refused him, my portrait suffered. I was not going to let my reputation be spoiled by a dabb, so I—I humored him for a little. By the by, do you remember Sir Douglas Probyn, and how I quarreled with him? He is just come back from abroad, and is now very rich. Aunt is going to take him to the Academy, and I have instructed her to show him my portrait and watch the effect. I hope—"

But Barry sat silently before his easel with untouched palette, and beside him lay the shreds of a torn canvas.

The Car Seat Hog.

BY VIRGINIA MILLER.

The day was hot and sultry and the train crowded, rendering travel anything but pleasant. Jack liked comfort, however, so he leisurely walked the full length of three coaches in search of a vacant seat, and finding one, appropriated it, placing his gripsack on the end next the aisle. At the next station several passengers came into the car, but Jack was too busy gazing out of the window to notice the longing eyes turned toward the resting place of his grip, until a young man, stopping by his side, asked, courteously: "May I occupy this seat, sir?"

"This seat is engaged," fibbed Jack,

glibly. "A gentleman stepped out just this minute, but will soon be back. He left his baggage purposely to hold it."

"All right," said the young man, quietly. "But I am very tired, and, with your permission will occupy it and hold the satchel until he comes back," and, suiting his actions to his words, he lifted the grip and slipped into the seat.

Jack frowned and inwardly grumbled at his luck. At first he thought only of his own discomfort, and took no pains to conceal from the stranger that he resented the intrusion. Not until the conductor came along collecting fares did it pop into Jack's selfish little brain that he had fibbed himself into a ridiculous situation. What if the stranger's destination were beyond Springfield, his own station? He tried to see the young man's ticket, but failing in this, settled back in his seat with a hope, from station to station, that the next stopping place would see the last of his unwelcome seatmate.

The young man waited expectantly for the return of the stranger whose absence he was enjoying in the comfortable possession of a seat. He had accepted Jack's statement in good faith, but the man's prolonged absence, coupled with the boy's evident desire to get rid of his seatmate, made him suspicious, so long before Springfield was reached he had grasped the true situation, and had made up his mind to punish the selfish prig by his side for his deception and discourtesy.

Jack's nervousness increased visibly as the number of stations between the racing train and Springfield lessened, and when the engine puffed out from the last one, with the stranger holding his gripsack still aboard, he was in an agony of suspense, while the man with the bag read on as calmly and coolly as if he were in entire ignorance of the drama going on by his side.

"Springfield," called the conductor, and getting on his feet Jack in sheer desperation reached for the grip. But he did not get it, for the stranger, with an air of surprise, drew it away from his touch, saying: "I beg your pardon, sir, but this is not your baggage."

"It isn't yours," stammered Jack.

"I do not claim it, but as I have it in charge, I propose returning it to its owner," was the cool answer.

"I'll save you that trouble," replied Jack. "I know the fellow, and shall take it to him," and he made another grab for the grip.

"Hands off!" retorted the guardian of the myth's baggage, in a louder tone than was necessary. "Here, conductor!" he called. "Here's a chap who wants to walk off with somebody else's baggage. The other somebody put it into a seat to

hold it, of course, but he doubtless got left somewhere, since he has not put in an appearance to claim his property. There is no name attached to the bag, so this youngster is trying to make believe it is his, and wants to walk away with it."

"Ho, ho," exclaimed the quick-witted conductor, catching the gleam in the speaker's eye. "There is but one thing to be done under such circumstances, and that is to return it to Columbus to be stored with other unclaimed baggage for identification."

"But the gentleman left the gripsack in my care, and I shall take it to him. He is a friend of mine," claimed Jack.

"Hold on, there!" said the conductor, flinging back his coat so as to reveal a police badge. "There's got to be more proof about this than your say so. Describe the man who left the bag? Was he young or old?"

"Youngish like," answered Jack, and went on to describe the myth's appearance, but between the young man at his side, and a few sympathizing passengers who combined to confuse him, he became so tangled up in this attempt that he gave up and fled in despair from the train, leaving his grip in the hands of the conductor, and a smile of triumph on the face of the young man, who had the property returned to Columbus, whence, after considerable delay and expense, Jack succeeded in regaining possession of it.—*Young People.*

In a Mexican Prison.

"Look out ahead there!" the engineer shouted as the big black locomotive darted around a sharp curve at the foot of a long down-grade. Beyond the curve there was a tangent for the space of three or four telegraph poles, and at the other end of the little stretch of straight track a long, low wooden bridge. The road had been rushed in real American fashion, and the steel structure that now spans the wide stream, had not been placed.

Rounding the curve, the driver glanced back to see if the green markers on the rear Pullman were still coming, for it seemed as if the speed of the train would snap the sleeper off as a boy flings a wet cob from the end of a stick. The engine appeared to hesitate an instant as she found the tangent, and then to give a wild leap forward. The sun's reflection glared up into the cab windows as the river flashed beneath. It was as if she had left one bank and alighted on the other.

"That's where my trouble began," said the driver, twisting on his narrow seat, and turning his head slightly, but not enough to take his eye from the track.

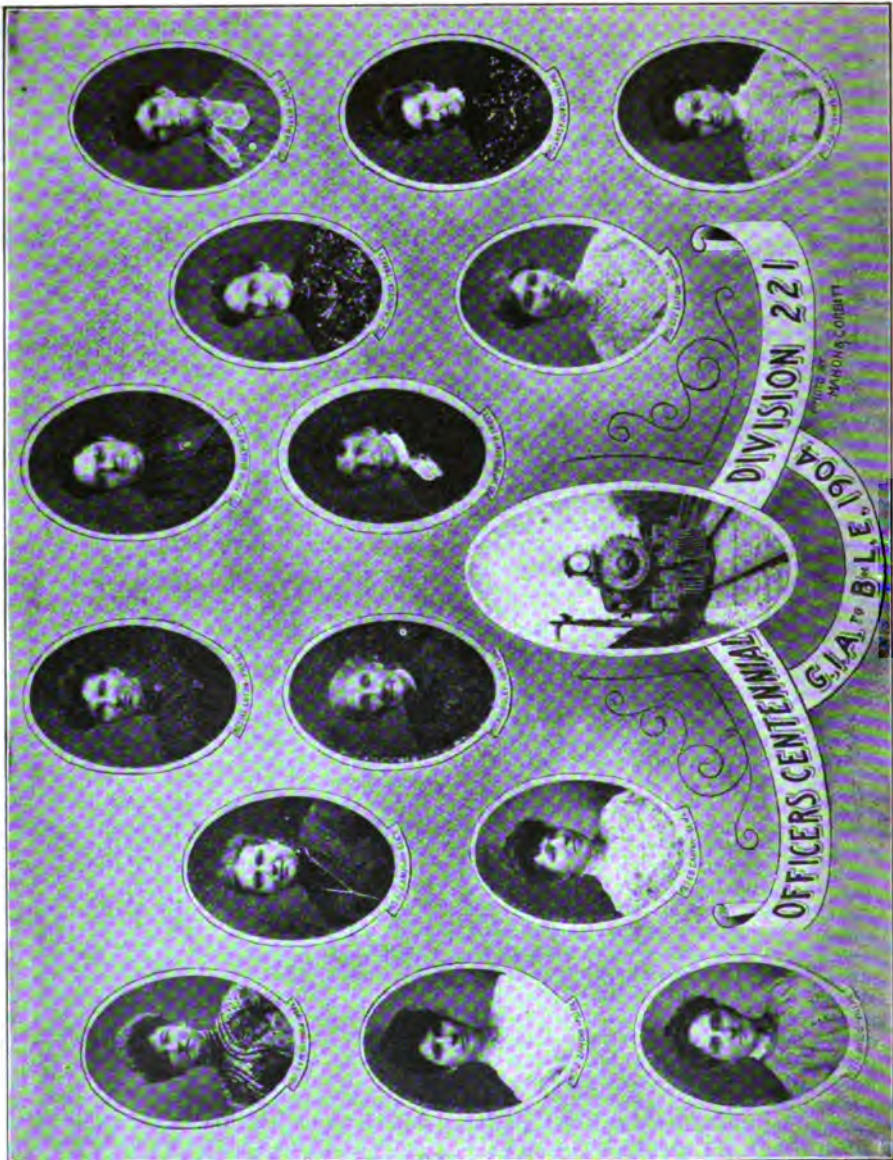
"I was pulling freight at the time," he went on, releasing the lever and giving her another notch as we struck the upgrade beyond the river, "and they were driving us day and night. We used to have to come down the canyon back there as fast as they would fall and fan 'em over the bridge as fast as we could, 'consistent with safety,' as Mr. Robinson would say. If you failed to hit this hill at the thirty rate, it was cut and double, delay freight, interrupt passenger traffic, and court disgrace."

The driver moved his left eyebrow slightly with the faintest possible glance at the steam-gauge, and the fireman who was leaning over the boiler, dropped to the coal deck.

"Of course, you understand," the driver explained, that these Mexicans didn't send for us. The few Yankees who, for the climate or other reasons, came down here, were taken under protest, but the railroad they wouldn't have at all. As often as there was an accident there was an arrest. Every time a peon perished a white man went to jail. The influential and more or less intelligent men were against the American and his fire-wagon, and the peon followed the fashion of hating the Yankees. He would go out and stand on a bridge out of pure cussedness, knowing the driver would stop rather than run him down, and, at the same time, run the risk of rotting in a Mexican dungeon. Well, this day of my downfall, I came round the curve with a big consolidation engine, and about a mile of traffic on my trail. As I rubbed round the corner I saw a pig of a peon just starting to walk over the bridge. I whistled, shut off, threw on the air and finally reversed the engine. The peon stopped, turned and scowled. Before the air could travel to the rear of the train, the heavy load had kicked the engine across the little level space. I leaned out of the window and watched the face of the fool Mexican. When he saw that the train was not going to stop he turned deadly yellow. I pulled the whistle-valve wide open, the peon crossed himself and sunk trembling to his knees, and at that moment the pilot picked him up and scooped him into eternity.

"We doubled that day, and when I got to the end of my run they were waiting for me. They marched me off, unwashed, to the court, and from the court to the jail. Here I had plenty of time (but no water) to wash, and time to rest and think it over. The railway officials appealed to the United States Consul, but the Consul was busy, or tired, or attending a banquet or something, so I stayed in jail.

"Months passed. Scores of prisoners, criminals of all classes, came in, sat in silence for a space, and passed out again.



As near as I could count time, I had been in jail a year, when one fine day they threw a little Englishman in. As the soldier shoved the man through the doorway he gave him a vigorous kick, and the Englishman whirled and knocked the soldier out into the yard. 'Bravo!' said I, and the little Briton turned and came close. He asked how long I'd been in and I told him. I ventured a guess that they would shoot him at sundown. 'Not on your sombrero,' said he, 'I'll be out by that time.'

"To my surprise the Englishman showed not the least uneasiness. He had some tobacco and made cigarettes, but I could not smoke. I had been so long on the vile jail victuals that I dared not take the risk.

"Late in the afternoon we heard a great hubbub outside, the door opened and in swept a bewildering woman. She glowed and glistened in the shaft of sunlight that followed her, and looked like a beautiful butterfly in a muddy lane. "Ah, Signor," she cried, giving both hands to the

Briton. A severe-looking man, whom I was able to remember as the Jeffe Politica, the chief or head of the government police, followed the young woman, and a moment later the jailer came in with the soldier who had been knocked down. The soldier was very angry. The Englishman explained to the girl and the girl spoke Spanish like lightning for a whole minute. The Jeffe said something, and the girl told the prisoner to go outside and show them just how he had been jailed. I saw a devilish grin on the old rascal of a chief's face as the soldier and the Englishman stepped out. The Briton looked mean as he could, caught the soldier by the collar, shoved him in and gave him a kick that fairly lifted him off his feet.

"'Bravo!' shouted the girl, the chief smiled, the jailer scowled and the soldier slunk away.

"After that they began to investigate the Englishman's other offense. The girl did most of the talking. Her cheeks were flushed and her dark eyes glowed as she argued and pleaded for her friend, but it was a long time before the chief showed any signs of melting. Finally, however, he agreed to let the man go upon the payment of some slight damage done to the property of a Mexican restaurant keeper.

"As soon as his fascinating counsel had succeeded in freeing him, the Englishman began to intercede for me. Up to that time I had been sitting on a long bench with the rest of the prisoners, unnoticed, being about the size and shape and color of the others about me.

"After listening for a few moments the chief threw up his hands and started for the door. He was hungry, thirsty and hot. Already he had been persuaded by the eloquence of the butterfly-colored interpreter and was impatient to be off.

"My heart and hopes went down, but the girl turned, gave me her warm soft hands, and said the chief would come tomorrow.

"'To-morrow,' I gasped, and she withdrew her hands and hurried away.

"She was gone, the dungeon was silent, and still the sound of her musical voice seemed to echo from the dingy walls. She was gone, and it was dark, save for the recollection of her sunny smile, that, lingering, lit the prison gloom. She was gone and the world grew cold again, but my hands were hot where her finger-tips had touched them.

"'To-morrow she will come,' I repeated, and fell asleep.

"The next day dawned as the day before had dawned. There were the same sights and sounds, the same hot stuffy smell in the atmosphere, the same sad faces about, another scant meal, and the same soul-crushing silence to follow. The

morning passed, the afternoon waned, the evening shadows fell about the old jail, but the chief came not. The lift this rift in my clouded life had given me, served only to deepen the gloom in which I seemed to sit. I tried for hours to put the brazen woman out of my mind. I tried to hate her. After all, she was not two pesos better than a peon. She had lied to me when I had asked nothing of her. I closed my eyes to shut out the memory of her and saw her as plain as day. My hands were still warm. I fell asleep hearing the echoes of her melodious laughter, and dreamed that I was back in God's country, where they have grass and rain and running water.

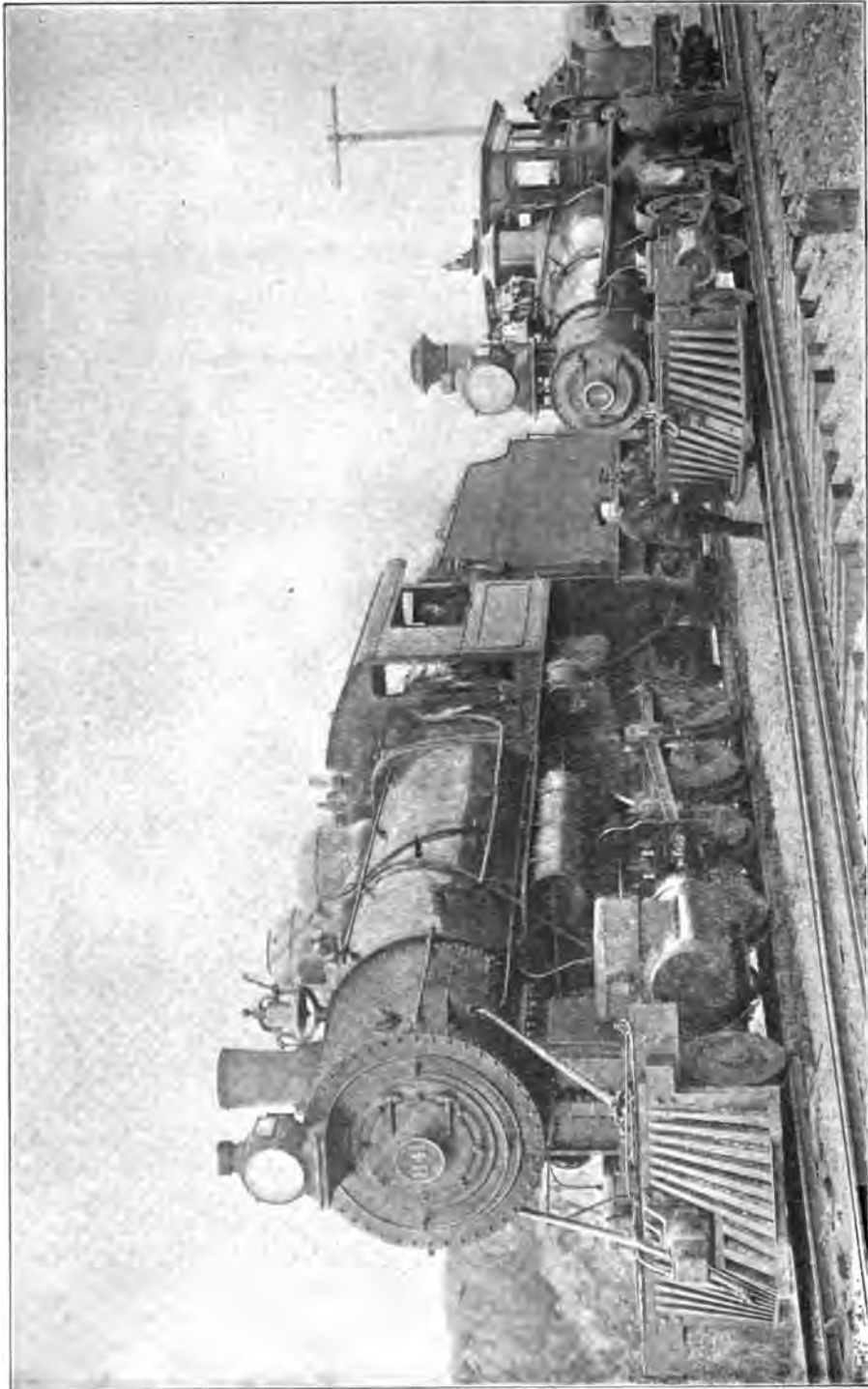
"The next day began just as the three hundred and sixty-five others had begun, but when I had eaten what I could swallow of the morning meal, and sat down to try to think, the door opened quickly and the butterfly blew in. She stood for a moment, glancing this way and that. I watched her and hated her. 'Signor! Americano!' she called, then catching sight of me, she fluttered across the little patch of sunlight that came in through the one narrow window, cooing like a dove: 'Signor! Ah, Signor!' and I felt the hate going out at the back of my neck. She put out her hands, and as I stood up, touched mine and then dropped them again. I watched her and could have died for her.

"Rapidly, in bad, broken English, she told me how her friend, who was a mining engineer, had been obliged to go to the hills, and that she had, by the merest accident, seen the Jeffe passing her mother's shop that morning and asked after me. The old sinner had thrown up his hands and confessed that he had not thought of me since he left me. She had gotten him to promise that he would meet her at the jail in an hour, and she had come to talk to me and cheer me up until he could arrive. That was the shortest hour of my life. She had brought tobacco and cigarette paper, and she made me smoke and I smoked it, and enjoyed it as I had never enjoyed a smoke before.

"When she had been there ten or fifteen minutes, the old rogue came in, and she upbraided him for being an hour late. I learned then that the old chief was the girl's uncle, and immediately his stock went up.

"The girl did the talking, but for nearly an hour the head of the detective bureau sat silent, impassive as the sphinx. Suddenly, as if the thing had just occurred to him, he began to make terms. The girl listened, smiling and frowning alternately. Presently she explained.

"I was to be released conditionally. The chief was to go over the road with



A GOOD ILLUSTRATION OF THE GROWTH IN THE MOTIVE POWER ON OUR GREAT TRUNK LINE RAILROADS—ENGINES NO. 1 AND 1141, NORTHERN PACIFIC RAILWAY.—Courtesy Bro. C. C. Dean, member of Div. 290.

me on the engine, and if I could satisfy him that peons were in the habit, as I had stated, of walking, standing or sitting on the track for the purpose of annoying the engineers, I was to go free. If there was no evidence to justify my assertion, I was to go quietly and peacefully back to jail and 'await trial.'

"I consented, of course; was immediately released, got an engine at once, and a few days later the Jaffe and I were sailing down the canyon. We had covered two-thirds of the run, and as often as we came upon a peon he stepped aside and allowed us to pass him without bloodshed. To my consternation and deep disappointment, the peons appeared to be getting sense. I had almost lost heart when we rounded Diable curve, and found a peon on the bridge. Suddenly now, and with startling vividness, the recollection of the awful look of agony that I had seen upon the other peon's face came to me. I forgot my trial and the man of the law who stood behind me in the cab. The shadow of the dungeon that had haunted me all day disappeared. My only anxiety now was to save the peon. I worked the lever, kicked the cylinder cocks open, gave her steam in the back motion, but to no purpose. She literally skated across the short stretch of straight track, and when I looked out again her nose was on the bridge. The peon stopped, turned round, and glared defiantly at the black engine. Seeing we were not going to stop, he jumped out on the edge of the bridge, and grinned insolently up into my face as I passed him.

"The train came to a stop with the caboose barely off the bridge, and when the chief walked back he met the peon, and when he had grown weary of kicking him, they rolled him into the way-car, the conductor gave me a go-ahead signal, and I pulled out. We had to cut and double on the hill and the delay went down against the peon. At the trial that followed, the old chief was the principal witness, and prosecuting attorney. They gave the peon seven years in the 'Hot Country,' he added, reaching for the rope, 'and I have not seen a Mexican on the bridge from that day to this, and that was ten years ago.'"

"And what of the mining engineer who found you out and the raven-haired angel who rescued you?"

"The Englishman made a fortune in the mines, married the girl, took her away with him, and, as a compromise between England and Mexico, they live in Spain; and if this story had been much longer we must have cut and doubled, for this is the end of my run."

The hostler climbed into the cab, the yardman pulled the pin, and the big en-

gine rolled away to the roundhouse and to rest. The engineer stood and watched her until she was lost in the sea of cars that covered the maze of tangled trackage.

Then he turned and waved his hand to me and said, "Adios."—*Cy Warman, in the Winnipeg Voice.*

Beans and Peanuts as Food.

The Department of Agriculture reports most interesting experiments made by Professor Poffa, of the University of California, upon men engaged in hard manual labor most of the time and students working to support themselves while pursuing their studies. The Professor says: "Nuts are the cheapest source of energy, peanuts ranging far ahead." The price, 3.6 cents per 1,000 calories of energy, is at less cost than any animal food, or potatoes at 90 cents a bushel. Peanuts deserve special mention because the cheapest domestic nut containing the highest percentage of protein, with maximum fuel value and minimum refuse. Ten cents, for instance, will purchase more protein and energy when spent for flour and meal, but these are raw materials, requiring considerable preparation before they are eaten. This is not necessary with fruits and nuts. Ten cents' worth of peanuts will contain about four ounces of protein and 2,767 calories of energy. Although peanuts supply protein and energy for a smaller sum than bread, they are outranked by dried beans, which, at 5 cents a pound, will supply for 10 cents over 200 grains of protein and 3,040 calories of energy. If more peanuts and dried beans were used by the fruitarians the diet would be enriched and the cost decreased. Fifteen cents a day was the average cost, with fruit, nuts, beans, and a limited quantity of cheese and eggs.—*The Outlook.*

Charcoal a Disinfectant.

Charcoal may be had of any druggist, usually, in either powdered or tablet form. The powdered form may be taken mixed with honey. Its effect is to absorb gases and impurities from the stomach and intestines, and it acts as an internal disinfectant. Ask your physician.

MR. MATTHEW WRAGG, the oldest engine driver in the world, has just died at York, England. He was close on 80 years of age, and fired on the old No. 1 engine, which is now on view at Darlington Station. He had been a driver for 60 years, never had an accident and was never fined.

Correspondence.

All contributions to our Correspondence and Technical columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer to insure insertion.

We shall be glad to receive articles on any subject of general interest to the fraternity.

All communications are subject to revision or rejection, as the Editor may deem proper.

The Editor does not assume responsibility for the opinions expressed by contributors in this department. C. H. SALMONS, Editor and Manager.

A Song for Old-Timers.

I toss my old chapeau in air
To cheer Divisions everywhere,
Now forty years surviving;
They're worthy of our best acclaim,
Because they've won an honest name.
Today they all are thriving.

They've witnessed dismal days of old,
When up men scarce their heads could hold,
And chains they trailed behind them;
When whips were cracked with vengeful might,
And wrong was victor over right,
And vicious foes did grind them.

Oh, what a change! The honest cause
Of Brotherhood has won applause
From men of every station;
Officials of our railways now,
Impartial and with truth allow,
'Tis proving men's salvation.

Division sixteen, some moons ago
Screamed out her forty summer crow,
Without a fear or falter;
And eloquently all declared
How every joy and woe they shared,
Since first they kissed her altar!

They're worthy of sincerest praise,
Of eloquence and pleasing lays,
Those pioneers all over,
Who kept their membership along,
From days, when smarting under wrong,
Till now, chin-deep in clover.

—SHANDY MAGUIRE.

Trouble and Triumphs of Travel.

BY SHANDY MAGUIRE.

[Continued from February JOURNAL.]

"Then you intend to leave on Friday?"

"Yes, if his nibs from the lower regions stood at the door, saying, 'Thou shalt not pass,' I'd say, 'Get behind me, Satan, for I shall pass.' Here is a telegram sent me by Mr. Wills, which Dick Kelly and

Myer Hurley have helped me to, which says the pass is waiting for me in Chicago."

"Very well, you will not have to wait for me."

"Good girl! Just think of the scenes in the rotunda and parlors of the Hollenbeck just now! The boys and girls are there from every part of this continent between old Mexico and Vancouver, and we here; but we shall get there and foregather with them in a very few days. The many conventions which we have attended leave nothing but pleasant memories in our breasts, and we can look back on this one also with the very same endearing feeling of gratefulness for being participators in its never-to-be-forgotten enjoyments.

Long, long be my heart with such memories filled!

Like the vase in which roses have once been distilled;

You may break, you may ruin the vase if you will,

But the scent of the roses will hang round it still.

You see, I am calling upon Tom Moore in his most witching language to express the fullness of my heart tonight, for my own limited vocabulary is too poverty-stricken to tell my joy.

Next morning I sent a letter to General Superintendent Clarke, asking him if the pass between Buffalo and Chicago had reached his office to kindly send me it. In the same letter I explained the telegram which I received from Mr. Wills.

The train carrying my letter was not thirty minutes in Scranton when the characteristic kindness of the gentleman manifested itself in the following reply, sent me by wire:

"An enclosure to you this evening on No. 3."

When the train arrived I found my pass to Chicago and return, and as good things were flying in flocks about my head just then, I met Trainmaster J. H. Halleran, of the R. W. & O., by chance, who asked me:

"How are you fixed to Buffalo?"

"Around the horn," I answered.

"I'll take care of you our way."

"God bless you," I replied; "and as I am not in the habit of talking Him to death suing for favors, to be given me without earning them, He may pay more attention to me than to those who are perpetually begging of Him to help them out."

Next day Kittie bossed the job of packing the trunk, and I was her most abject slave. When I got it to the station the same evening, I tell you that feeling like the proverbial dog with two tails didn't express my elation as I watched my opportunity to approach the check dispenser when he'd have a little group around him. The moment came, and I said:

"Dan, please check this trunk for Los Angeles!"

Well, that same trunk traveled a good many miles around the continent, but never before did I look upon it so endearingly as on this occasion.

A native heard me asking for the check, and as I stowed it away in my pocket I started from the baggage room, he following.

"Say, are you goin' wid the trunk?"

"Yes."

"Is the ould woman goin', too?"

"Yes, Jim; you don't suppose I'd go without her?"

"Begob, it's aisy for ye to take her. The devil resave the cint it will cost ye; wherein if I only was goin' up to Kano's Bridge I'd have to fork out the tin cints."

"That's so, Jim; it won't cost anything for railroads, anyway."

"I wish I was goin' wid ye."

"I don't; you'd talk me to death before we got half way."

"Begob, and you're not noted for carryin' a tongue in your own mouth. that has to be greased to keep it from rustin', by a long shot."

"Oh, dry up, and don't make a show of me here on the street. Wait till I get back."

"Give me a quarter and I'll give ye me blessin'."

"Here! That's to get rid of you."

"Put it there avic," said he, stretching me his hand, and while I was warmly shaking the honest old fellow's calloused fist, he said:

"God bless ye, the devil miss ye, and if

ye die before ye get back, may the Master of all divils take ye."

I recognized the pith of the prayer so uniquely expressed, and we parted, I feeling that in my life's experience I had often paid many times more than a quarter for an offering of words to the Deity in my behalf not so sincerely said.

On Friday morning at 4 o'clock, May 13, we left home on the flyer of the R. W. & O. Division of the N. Y. C., just as "night candles were burned out, and jocund day sat merry on the misty mountain tops," with a far-away wistful look in our eyes and a suppressed feeling of exultation in our hearts as we commenced our long ride towards the other side of the American Continent. We were whirled gaily along the shore of Lake Ontario, and as our train was approaching Lewiston, ere curving for the home stretch of seven miles to Niagara Falls, I looked toward the northwest from our elevation and saw one of as grand sweeps of pastoral scenery spread out before my view as there is on the continent. The newly springing green of the fields, trees and gardens; the various colored houses nestled in the groves, the Niagara River threading its way to the lake a few miles below in all its splendor of light blue after its tumble over the falls, and Brock's monument towering on the heights beyond, where the flag of old England floated haughtily in the morning breeze, bringing to mind the quatrain of one of her distinguished poets:

"Catch hold of the wings of the morning,
And flop round the earth till you're dead,
But you'll not get away from the tune that they
play,

To that blooming old rag overhead."

Then the run alongside the river, catching glimpses of it here and there in its seething, tumbling depths below, which geologists claim have been 60,000 years eating away in its descent from the level of its banks, then lifting one's head and beholding the master work of all, the Great Niagara Falls! and in almost speechless rapture I whispered to my companion:

"We have just passed through a stretch of scenery of which we may not see

the equal for pastoral beauty until our return."

The only piece of road I was not provided with documents to get over was between Niagara Falls and Buffalo, about 30 miles. I went to the cab of the engine attached to the train and was recognized by the knightly looking chap accoutred in blue jeans, a long sight more becoming to a man, and in this instance, representing more honest chivalry than all the old fossils that ever marched in the train of Godfrey DeBouillon or Peter the Hermit, clad in their tin suits of life preservers, and said:

"Say, Jack" (his name wasn't Jack and you all know the reason I don't tell it), "do you think Tom —, the conductor, can change a one thousand dollar bill to take our fare out of from here over to Buffalo?"

"You're flush, aren't you? Don't let him see the stamp of the U. S. on either paper or specie or I'll annihilate you when we get there."

Tom sang out, "All aboard," as we clutched hands, he saying:

"You must be going on quite a trip with your two satchels to keep you in ballast trim. If the three or four passengers in the last coach are any inconvenience to you, say so, and I'll drive them ahead and let you have the whole of it to yourselves."

I merely mention this instance of the freemasonry of the rail to you, gentle reader and fellow tramp, who enjoyed the occasion as well as myself, to explain that all the manifestos ever issued by the master minds of railway management can never prohibit good fellows from giving the glad hand to each other without getting an introduction through the ticket office, and the curse of Mohammed on the small fry of pasteboard punchers who do not respond when there is no danger in doing so. (Charlie Harkens, of Div. No. 1, you dear old cash dispenser, take notice.)

We arrived at Buffalo on time, about 9:30 A. M., and at 1:30 P. M. the same day our train was to leave for Chicago. I arranged ere leaving home to have my whereabouts known daily until I'd arrive

at Los Angeles, so as to be in touch with "the loved ones behind."

At the Arlington, in Buffalo, I got a telegram from "my eight-year-old, with the golden hair," who was asleep when we left, who went direct to the telegraph office and had the messenger fire this after us: "Grandpa, don't forget the little prairie dog you promised to bring me. "RUTH."

In response to her repeated inquiries of what I would bring her back, I told her a nice little prairie dog, and my feelings at the deception I played on the child in a thoughtless manner, exalting in her estimation such a worthless thing as a prairie dog, were not pleasant. Here she is, dear



reader, looking just as jolly as when around the house, lilting a transposition of the old song, after I made the promise:

"I've got a little cat,
But I don't think much of that,
For grandpa will bring me a bow-wow-wow."

We left Buffalo on time. We got a much-needed sleep that night, and considerably refreshed the morning after, we stepped off the train in Chicago, where we had to remain until 10 o'clock the same night. (To be continued.)

A Fair Share of Prosperity.

MALVERN, PA., Feb. 6, 1905.

"But this subject is dreary and I've only a word more,
And I will write it without favor or fear,
That a fair share of prosperity of this line of road
Is due to the skilled engineer."

EDITOR JOURNAL: The above verse is one of many written by an engineer in the early sixties, and is no better nor worse than any of its fellows, but it contains a thought that was, no doubt, strongly entrenched in the mind of the engineer who wrote it.

"A fair share of prosperity * * * is due to the skilled engineer," and why not? What applied in his day applies now and has applied in all the intervening years, and the only criticism that can be placed on his assertion is his modesty in presenting his thought. Yet we cannot censure him too severely, for you who were running in those days know what a modest set of fellows you were in expressing your convictions; but had he claimed a great share or a greater share of prosperity he would not have been amiss.

You who have been running these many years do not have to ask yourselves why this is so; your work and your heart tell you that it is so and it could not be otherwise, for if it were not for the brains, the good judgment and the skill displayed in handling your work the railroads and the business of our great country would come to a standstill.

Have you, who sit on the grand upholstered seats of the modern trains, or you whom prosperity has placed in the gorgeous counting houses, ever given the matter a single thought of him who has brought prosperity and riches to your feet? I fear not.

The writer has watched thousands of passengers being discharged from the trains in our great depots and fling past the panting locomotive with its grimy master perched on the box, hardly one out of twenty will compliment the "grimy master" with as much as a look in his direction, but pass him and his monster by as though it was not the brains, good judgment and the skill of that same

man who had brought that great load of human beings through safely and on time.

Should he, however, have arrived late, the man who had an appointment, with a scowl on his face, would look to see what manner of man the railway had placed upon such an important train and possibly file a complaint reflecting on his judgment, and yet he may have displayed good judgment in bringing his train in a few minutes late, rather than on time at the risk of disaster.

The skilled engineer lives rigidly up to the rules and he will go through on time if that be possible; but should he in his judgment consider it unsafe to do so, no rule will tempt him to take chances that would imperil the safety of his human freight, and his judgment would be accepted by his superior officials.

But wherein is the engineer more skilled than his fellow employees? I will give one instance and there are many. In this wide continent we read almost daily of occurrences where the engineer has been disabled or killed at his post, leaving his train stranded. Could the brakeman, could the baggagemaster, could the conductor, or could the fireman, if he were a green one, take the train safely to destination? Could the superintendent or the general manager move it, were they aboard, if they themselves were not skilled at the business? No! The train must remain until an engineer is sent to move it.

So much for his judgment and skill, but how about his bravery?

We have had accounts of bravery among the soldiers in the far Eastern War, but no act of bravery displayed by those soldiers exceeds that of the engineer who nightly faces the many dangers he knows not of and is ready to meet any and all as they come to him.

The peril, particularly that of the early days when railroads were built with a rush, leaving the cuts unsloped, the embankments not properly braced, was great, as no one knew on a stormy night when he was going to run into a rockslide or into a sunken embankment or a disabled bridge,

and no one between him and danger but a track walker—what a farce—with five miles of track to watch and care for.

The engineer feels on stormy nights that he must face this as well as many other dangers and into these dangers he is the first man.

This brings to my mind an incident that occurred many years ago.

An engineer named Langdon had a "run in" at Sang Hollow. When brought to the office the superintendent said, "Well, Mr. Langdon, what do you know about the accident at Sang Hollow?"

As quick as a flash the engineer replied, "I know all about it, Mr. Superintendent; I was the first man there." And this tells the whole story; he is the first man to meet the trouble and being the brave man that he is, he knows the situation and is brave enough to accept it.

Now, about the recompense for this skilled and brave man. Is it in proportion to the service he renders the great railroad companies? We think not; but the theme is of such importance that we feel it could be better told in another story, and will close this one by again quoting the machine poet:

"That a fair share of prosperity of this line of road
Is due to the skilled engineer."

FOOTBOARD.

Defense Fund.

SCRANTON, PA., Jan. 29, 1905.

EDITOR JOURNAL: Having waited in vain for some more able Brothers from this section to accept the invitation of our Editor to contribute to the JOURNAL, I thought I would try my hand.

Division 276 is located here, having a membership of over 150 active members, all interested in whatever is best for the Order. I, as one of them, will have to plead guilty of having voted against the proposition to create this fund to be used in case of trouble. My reasons are these: We have been led to believe that should trouble arise there would be an injunction placed on this money and it could not be used for the purpose intended. If this

is a wrong idea I should like another chance to vote on this question. I should like to ask, however, if the members have not always responded promptly to any call for assistance from our Brothers.

I have been interested in Brother Freenor's remarks about an endowment insurance. I think it would be a grand thing for us to think we could see the color of some of this money ourselves. I must admit that as it is I think we have the best insurance in the world for men in our class. Just think of it! It cost just \$77.50 last year for the three policies of \$1,500. Still, I think it could be made better at very little cost. I am surprised at some of our Brothers finding so much fault after each convention because there have been no changes in the plan of our insurance. When they send a delegate uninstructed to the convention they seem to forget that it is not the Grand Officers but the delegates that make the laws, and when enough delegates go instructed they can pass any law.

I can sympathize with Brother Kern, C. E., of Div. 109. In my humble opinion, the only remedy is to enforce the law on non-attendance, and if the Brothers would take the time to read the laws, also the Rules of Order, a good many of these squabbles would be done away with, and we would have more time to devote to the good of the Order, as recommended by Bolivar. I think, as Brother Nixon says, the younger Brothers should come to the front, but this does not excuse the older ones and the laws are made for all.

It is rather late to acknowledge it, but we had a call from our Assistant Grand Chief Hurley last summer. We all enjoyed his visit, and hope to see more of our Grand Officers in the future.

As this is my first attempt, I will close. Hoping this will escape the waste basket I am,

Yours fraternally,

LACKAWANNA.

Insurance Fund.

PHILADELPHIA, PA., Jan. 18, 1905.

EDITOR JOURNAL: I hope Bro. J. F. Freenor, of Div. 372, will not give up his argument in relation to the endowment

fund, for if there is any good merit in the plan, he should not grow weary in well doing. For the sake of argument on the one side, I do not believe it possible for the B. of L. E. to have such a fund. In the first place, I have been informed that as we are incorporated in the State of Ohio, any changes that might be of any great benefit to us as members would be ruled out of order, as conflicting with the laws relative to our act of incorporation. So, as we began, no doubt we must continue, and mutually assist only the widow who, no doubt, in many cases is again married and happy, and the orphaned children who are better able to take care of themselves than he who has for years been a member of our insurance, and by old age is in that condition where he is unable to realize anything upon his policy, and it has become a condition of great sacrifice for him to be able to keep it up without adding any additional cost at his age, for an endowment certificate. We must continue as we began and be pleased, if we are able to do that, at the small cost which at present our insurance is; whereas, with the endowment feature, the cost would become so great that many would forfeit, and as our laws are now, both the B. of L. E. and the insurance.

I do not know the Brother's plan, but if there is any additional cost to the old men, it would be a hardship to them, and it would have been better if we never had had an insurance tagged on to us.

In the beginning of the organization no insurance was contemplated, and so it ever should have been, and had each and every member who has belonged to it for thirty years or more, invested his money monthly what it has cost him, he would today in investments have more than the face value of his policy in investments to keep him in his old age.

That is one side of it, and some will say, "What about the many widows and orphans that our efforts have helped to keep the wolf of poverty from the door and raised the children to good citizenship in many communities?" That is the other side of the case.

Now, the other side is those who have

contributed to the latter for many years, and they themselves are now old, suffering, in distress, through sickness and distress of injury. Can nothing be done for them? Over 41,000 members in the insurance and nothing can be done. Such being the case and our insurance having grown so fast, let me say to the young men, you may not be able to do much for the old men, but you can do much for yourself, and in this way go in for a certain number of year endowment insurance, if you have to pay a state tax for the same in every state in the Union; and then when you are so unfortunate as to reach a certain age in life you will know that you will receive that which will assist you in your declining years. But it will cost you much more and you must be willing to pay, and then and only then will you think of the immense sums of money we spend in other ways that, outside of the insurance, must come from your pocketbooks, which at a less cost you would receive better benefits from.

There are things which it is to your interest to think over and act intelligently about, but while I believe that your insurance is one of the best in the land, I also admit that it has not reached out to cover all conditions that exist among railroad men; but that is no excuse that engineers should not join the Brotherhood. Staying out will not make it any better, whereas if you come in you will have a say and possibly can be one of those who will be able to get the old fogies out of certain ruts.

Keep it up, Brother Freenor, you are right—you are wrong. Right in endeavoring to better us, as you see it—wrong in believing for one second of time that our delegates to our conventions can make a good thing when they see it. Evidences of this can be found in every proceedings of our conventions for years. The good resolutions offered and rejected! No doubt we can excuse them, as they have been handicapped by such a large attendance that it would take too long to consider them—too many excursions—too good a time anticipated. Fraternaly yours,

C. B. NIXON.

Endowment Clause in Insurance.

FOND DU LAC, WIS., Feb. 7, 1905.

EDITOR JOURNAL: I have carefully watched the JOURNAL for some comments on my pet subject, viz.: the endowment clause to our insurance. Brother Onderkirk, it seems, did not read all my articles, or else he must have seen my plan. I will again outline it here.

Twenty dollars from each policy in effect would create a fund of about one million dollars. The interest at 5 per cent would amount to about fifty thousand dollars annually, with which amount I propose to pay off the oldest policy holders as far as it will go. That will cancel each policy so paid. In consequence, no assessment will have to be levied to pay this claim. Our capital is bound to increase, owing to new members coming in. There is the whole plan. It is simple.

Now, then, the laws of Ohio, under which we are incorporated, do not permit a mutual association such as we are to go into the endowment business, but we can overcome that part easy enough, if we are willing, and I am ready to do so, and I believe every member who can see through my idea will be willing at the next convention. All that is required is that we establish in connection with our mutual insurance association a voluntary endowment association. All that will be required will be that each participant be a policy holder of the present association. No one can prevent us from doing that, and for \$20 on each certificate deposited we can see paid out to the old policy holders \$50,000 per annum and the capital remain intact, and your turn will come next unless your claim is paid from the mortuary fund. Just think! living old members will get this benefit; besides, it will reduce the assessments. Can you figure? It's there, plain as can be.

I see Brother Winters, of Div. 362, is hitting them hard. That's right, Sam, give it to them. Brother Nixon tackled a hard subject, as hard as my own, but I will endeavor to assist him a little. We could readily reduce expenses by reducing

representation; but, Brother Nixon, you can't do it at the convention, as there seems to be a certain element following the conventions as delegates that blocks the wheels of progress. Being smooth talkers, they succeed in getting elected to each convention. Without being instructed, they go there, have a good time, bully the convention into what they want by their smooth talk, and by that means frustrate our advancement among the fraternal orders.

Brothers, this is harsh talk, but it implicates no one, and if it is not true you have no right to be offended, and if it is true you certainly have no reason.

I believe in reducing the representation on some plan as follows:

For each 100 members and not exceeding 150 on a system, one delegate to be elected; over 150 and not exceeding 250, two delegates. For example, the W. C. System has less than 150 members and sends three delegates; besides, when a delegate is absent from the Convention Hall no time be allowed, and that all delegates be allowed actual time required going to and coming from convention; all delegates to be paid by the G. I. D. and a uniform assessment levied for the purpose.

Further, establish the convention city where our Grand Officers are located. That alone will save the Brotherhood several thousand dollars, inasmuch as that takes considerable time at each convention.

Let each Division instruct its delegate; not leave it to him to do what he sees fit, just because he will listen to some smooth talker and conclude he is all right, but if under instruction from his Division he must do as he is told.

I have lost all faith in convention actions just for the reason above stated. All follow the smooth guy.

Brother Editor, I hope I have not kicked over the traces. I mean no harm, but would like to awaken the members from their slumber.

With best wishes, I remain,

Fraternally yours,

J. F. FREENOR, Div. 372.

Our Consul is Reminded of Early Days.

NIAGARA FALLS, ONT., Feb. 6, 1905.

EDITOR JOURNAL: I have read with much interest the article in the February JOURNAL written by Brother Harkins, of Div. 1, and the picture of the engine "Ruby" recalls old times, and I recognized at once the picture of George Roby. It was in the early part of the sixties, just what year I don't remember, when the Western Division of the New York Central, being short of engines, borrowed two from the Michigan Central. One was called the "Salamander"; I don't remember the name of the other, but think it was the "Ruby." Geo. Roby came with the "Salamander" and as my engine was in the shop for repairs, I was put on to teach him the road. He had not been in Rochester long before word came from Detroit that something was wrong between him and the Brotherhood of the Footboard (that was the name of the B. of L. E. at that time), and some of the members of Div. 18 requested David Upton, the Master Mechanic, to send him back to the Michigan Central, which he did, and I ran the "Salamander" for about a month.

The next fall I, in company with Bro. John Frier, visited Kalamazoo and on our way back made application to the engineer at Kalamazoo to speak to the conductor to pass us to Detroit. The engineer was Al Priest, since dead. When I told him we were New York Central engineers, he asked for our cards, which we gave him. He then said, "Get on the train and I will fix you." We saw him talking to the conductor and supposed it was all right, but when the conductor came to us in the car he demanded our fare. We asked him if the engineer had not spoken to him. He replied, "Yes, and if you had kept away from him I would have carried you. He told me to get your fare or put you off the train." We paid our fare and alighted at the Russell House in Detroit for supper, and in the evening Roby came over and apologized and wanted to give us back the money we paid on the train, but we de-

clined to take it. I merely mention this little incident of by-gone days to show the feeling for and against the new organization.

I fired for Bill Robinson, the man in whose brain the first thoughts of the B. of L. E. originated. He was running on the Niagara Falls Division of the N. Y. C. I was young at that time and I remember of often hearing him say that the engineers should organize for self-protection.

I also fired for Charley Wilson. Both these men were Grand Chiefs of the order. P. M. Arthur was an engineer on the Central Road at the same time. Now all three are dead, and what changes!

Again, I am at Niagara Falls, but on the Canadian side of the river and representing the United States as the American Consul, and having been a charter member of Div. 18, have seen the order grow from one Division to be the most powerful labor organization in the world, and I feel proud of my membership of nearly forty years.

The B. of L. E. has changed the complexions of the master mechanics and they are a little more careful in the selection of their language when addressing their engineers than David Upton, Allan Sweet and several old-timers used to be.

Fraternally yours,

W. H. H. WEBSTER, Div. 328.

Write for the Journal and Sign Name.

GRAND RAPIDS, MICH., Feb. 6, 1905.

EDITOR JOURNAL: It has been a long time since I have seen a column in the Correspondence Department of our JOURNAL that contained more interesting reading for myself than the contribution from the pen of Bro. C. A. Harkins, of Div. 1.

I commenced my career as an engineer on the Fort Wayne, Jackson & Saginaw Railroad in the year 1870, and engines of the "Ruby" type together with the inside connected so-called "Hounds" and "Winds" were about the only kind of locomotives in evidence upon the Michigan Central System. That picture of the "Ruby" took me back to the day when I thought she and others of

her class were "things of beauty," and to have one to run would be "a joy forever." We have an old engineer with us here that fired for a time the engine described and no doubt he could give us some interesting reminiscent data. I would be pleased to hear more from Brother Harkins and hope he may be able to dig up a picture of one of the old inside connected engines.

I cannot agree with some of the Brothers that a mistake was made by taking the Division Addresses out of the JOURNAL. It is or should be the custom of all Brothers to file away their JOURNALS, and I consider it a matter of no great inconvenience to refer back a few numbers if the Division Addresses are needed. We need the space that was occupied by the matter in question, and we need now some effort on the part of our Brothers to fill up this space and make our JOURNAL second to nothing. We certainly have the ability in our ranks to make our "medium of thought" one of the most interesting magazines extant. We are getting some splendid contributions now on technical and general matters. Such articles as Brothers Quirk, Roach and others send in, are both instructive and entertaining. We have plenty of members that need not be ashamed to give us their experience as engineers and who could, if they would, write very entertainingly on affairs in general which would tend to the good of our order. I think that every Brother who sends in a contribution should not fail to give his name, address and Division number. I do not like the idea of a Brother "hiding his light under a bushel" so to speak. Give your name and address. It is possible that some Brother after reading your letter would like to correspond with you, and if you have given name and address he need not go to the trouble to find where Division so and so is located. Fraternaly yours,
J. W. READING, Div. 286.

Conferences.

BLUEFIELD, W. Va., Jan. 16, 1905.

EDITOR JOURNAL: In the December and January JOURNALS appeared some very

able articles on conferences of railway officials and their employees and the effect it could have on evils that exist. There is no doubt, in my mind, that much good could come out of such meetings, but when a conference is held and officials from the president down to road foreman are present, is it safe for a lay employee to give his views of the situation and offer suggestions? While the president may be a fair, honest, broad-minded gentleman and called the meeting hoping to benefit the service and conditions by what the men offer, is there any assurance to the men that there is not a wheel within a wheel that might wheel him out of a job for making a suggestion that might reflect on some subordinate official's ability or his department? There are lots of evils on all railroads that the higher officials know nothing about, and great care is taken that they do not learn, that would go a great way to improve the earnings of the road and improve the conditions of employees. The tendency of the day is to use, "The Art of Railroadng;" that is, to put the faults up to the other fellow and make a personal reputation instead of everybody, and all departments working together in harmony for the common good of the road.

Fraternaly yours,
OBSERVER.

Long Hours.

CHESTER, S. C., Feb. 9, 1905.

EDITOR JOURNAL: Never seeing anything in the JOURNAL from Div. 85, I thought I would try my hand at writing and see what the Editor would do with it.

Our freight run is 94 miles and the passenger men run 220 miles and get \$125.70 per month; freight men get 4 cents a mile. We have a good set of officials, but they are great on long hours. We have to work on freight 14 hours and 20 minutes before overtime can be received, and still there is a lot of overtime made here. So you can see that it means long days, something the average man does not like, and I do not believe in the interest of the company, and it certainly does not conduce to safety, which the public

are clamoring for. For one, I say, God bless every effort for shorter hours.

Fraternally yours,
LONG HOURS, Div. 85.

If shorter hours schedules cannot be made with the companies and better opportunities for rest obtained than this statement contains, then the Legislative Board of South Carolina should get in the field and push a measure in the legislature that will make the hours and conditions for rest reasonable, and safer for both the employees, the property of the company and the public.—EDITOR.

Overtime Rate Too Low.

SEYMOUR, IND., Feb. 6, 1905.

EDITOR JOURNAL: As has been clearly demonstrated to us in the last four or five years by the railroads of this country, the large engines and long freight trains have come to stay, which, as all engineers in this class of service know, has added largely to the labors of enginemen. Not only have our hours of labor been increased, but we have had greater responsibilities heaped onto us. The engine must be kept in the best possible shape from the start until the trip is completed; and if the steam drops back ten pounds the train stops and the engineer must report why the engine failed to steam, and, as we well know, an engine will not hold up in steam continuously for eight or ten hours when worked to its full capacity.

Fifty or sixty air-brake cars must be handled with good judgment and intelligence in order to avoid damage to drawbars, etc. But it is not necessary to speak of these things, as we are all familiar with them. The great question is, What are we going to do about it; how are we going to better our condition in this matter?

In my opinion, the solution lies in the rate paid for overtime. There must be a radical change made in this line, as the present rate for overtime is so low that our pay is reduced as soon as the overtime rate takes effect on each trip. Let every Division wake up to the needs of its members and send a representative to the

meeting to be held in the near future for this purpose. Yours fraternally,

JOHN KERNAN, Div. 89.

Induce Attendance.

SHREVEPORT, LA., Jan. 30, 1905.

EDITOR JOURNAL: I notice in last issue of the JOURNAL a correspondence signed "Bolivar," requesting discussion through the JOURNAL on non-attendance of members at Division meetings.

I think Brother "Bolivar" has started a good ball rolling, and I hope it will be rolled until it completes the circuit and gathers all the snow (cold and indifferent members) so they can be warmed up and thawed out. I believe a great many members do not attend meetings because they do not realize the importance of it, and others fail through cold indifference; but the point in view is to devise some plan to get them to attend, and in order to do this they must be given some interest in the meetings. Let them know that the success of each meeting depends to some extent on their presence, and when they show up at a meeting, call on them for their opinion on such matters as may come up for discussion. I think Brother "Bolivar" hit the keynote when he said "discuss subjects pertaining to our duty in serving the company." If we would devote more of our time to subjects of that kind and "cut out" this "rag-chewing" about petty and personal grievances, we would not have so many letters from the Master Mechanic asking us to explain some engine failure, or be invited to his office to receive sentence of suspension.

Let us make the Division room a training school, devoting at least one hour at each meeting to the discussion of such subjects as will be interesting and instructive to all, and if needs be, let the C. E. name a topic at the next meeting. By doing this each one will try to have a correct version of the subject. If all would adopt such a plan and live up to it our finances would increase and our grievances would decrease, and I believe if it were practiced throughout the Brotherhood, the time would not be far distant

when a B. of L. E. card would be good for a "job" without the holder being examined.

Let us hope for and strive to attain to such a high degree of excellence. Make our mark high and climb to it.

Wishing to hear from others along this line I am,

Yours fraternally
FLAT WHEEL, Div. 599.

Too Much Acrimonious Debate.

GRAND RAPIDS, MICH., Feb. 7, 1905.

EDITOR JOURNAL: I see in the present month's JOURNAL an article on the question of non-attendance at meetings. This is a question about as hard to settle as the labor question with the public. I will make a few suggestions as I see the cause why so few attend meetings and so little interest is manifested. The article written by Bolivar says that "Bill, Bob and Andy" talk too much. The fact is, "Bill, Bob and Andy" have a right to talk. However, a familiar scene in the lodge room is, Bill speaks first, Bob comes next, and can hardly wait until Bill sits down; Andy is ready when Bob gets through. Some timid person has dared to take issue with them in defense of his idea of the subject. Then "Bill, Bob and Andy" fire another volley; they are all in favor of the same thing, but in their earnestness and desire to talk they have a heated debate, and after the smoke clears away, they find they all favored the same idea.

By the time the different subjects have been treated as just mentioned, about five or six hours have been consumed in transacting the business before the meeting which could have been done in a couple of hours, and been more satisfactory to the majority. Then, too, it has been done according to the idea of the machine. Our sessions are too long, and members get tired listening to "Bill, Bob and Andy."

My remedy would be for the Chief to silence those fellows after having had one opportunity to express their ideas. If protected by the Chief from being fired upon by "Bill, Bob and Andy" half a dozen times business would be done promptly,

and according to the wishes of the majority rather than of the minority.

"Bill, Bob and Andy" are old charter members, and a Sunday spent in the lodge room is a great pleasure to them, but the younger engineers desire the business transacted quickly, making the session shorter. They desire to spend Sunday with their families, calling on friends, or going to some entertainment; the still younger engineers enjoy spending their six or eight hours with their sweethearts rather than spend that time listening to "Bill, Bob and Andy's" ideas. Again, I say make the sessions shorter, transact business with dispatch, go into social session, talk air-brake, valve motion, fast runs, and anything else that is of interest, and all will stay who care to.

Brother Bolivar suggests the remedy of expulsion to force members to attend. We have many ways now that a member can be expelled. I would discountenance any new roads in that direction. If a member pays his dues and never attends meetings, we cannot afford to lose him. If a call were made, he doubtless would be the first to respond, so I would suggest that no means other than the one we have advocated for the expulsion of members; that list is already too long.

The non-attendance is caused largely from lack of interest. The lack of interest is caused by the long sessions, occupying too much time in transacting a small amount of business.

Yours truly,
MEMBER OF 206.

Discretion and Indiscretion.

PHILIPSBURG, PA., Jan. 31, 1905.

EDITOR JOURNAL: Discretion is the guardian of innocence and innocence is the safest guarantee of a peaceful and happy life—such as we often see on the brow of youth and beneath the gray locks of old age. Indiscretion is the source of discord between hearts that were made to love each other, and wherever its influence appears it scatters throughout life regret, disagreement, strife and displeasure. How little do some of us comprehend or count the many mistakes and faults we commit each

day through being a little indiscreet. Alas! There are too many of us who believe with honest sincerity that the imperfections of indiscretions are of a trifling nature, never thinking how it alters the name of contributing towards the breeding of a multitude of other evils, of which here are a few samples:

First, to seek to hear or see what others wish to conceal.

Second, to ask such questions as would embarrass those to whom they are addressed.

Third, to talk too much in company, affording no opportunity for others to speak.

Fourth, to be jealous of the merits and attractiveness of others.

Fifth, to have too much curiosity which generally weakens the mind and breeds suspicion and rash judgment.

Sixth, to coax or beg your friend to divulge a secret.

Of the last two imperfections, it can safely be said that those who are not filled with curiosity have tender consciences and tender consciences are not subject to rash judgment, for as bees in misty weather keep in their hives to arrange their honey, so the thoughts of those who have tender consciences should not venture in search of objects that lie concealed amidst the cloudy actions of their neighbors, but to avoid meeting them they keep their conscience clear in their hearts, so as to arrange the good resolutions of their own amendments; and I may say of those who divulge what has been intrusted and revealed to them that they do not judge correctly what use it may be to them to keep a secret, until it is too late; consequently, it is hard for such to avoid the sin of gossip. They never stop to reflect on their thoughts, hence they fall unconsciously into the habit of loose criticism, which often injures many a reputation and saddens many an innocent life. Naturally, they divulge their secrets and secrets of others, which is nothing but the inward disturbing of mind and peace.

I have said something of too much talk and in reference to it all I have to say is

this—weigh well what you intend to say before it reaches your lips. Be very circumspect, for you will always find a great amount of superfluity and when you have determined what to say, still retrench something of it, because in the end you will perceive you have said too much. Silence is the most powerful weapon, and is of infinite service in the spiritual world. We read in history of a day when Rome would have been freed from the tyranny of a hero had it not been for too much talk of a self-satisfied and silly officer, who divulged the secret. We read of the ancient pagans who made a goddess of secrecy and represented her with sealed up lips and placed her statue in the temple of joy as an appropriate symbol of the effects of this quality.

Finally, let us remember that happiness of life does not consist in performing extraordinary acts of virtue, but in the observance of little daily duties of life, of which I hope, dear readers, has not been your lot to have wasted the golden years of your life from youthful age down to decrepitude and silver hairs to have neglected these little duties of daily life.

Fraternally yours,
T. S. KEATING, Div. 467.

An Engineer in 1840.

MIDDLETOWN, N. Y., Feb. 5, 1905.

EDITOR JOURNAL: I have just had a short and pleasant visit with Bro. Lester Aldrich, who is 86 years old, a member of Div. 267, B. of L. E., Asheville, N. C., and a member of the Insurance Association. He is at present residing at Middletown, N. Y., with his son, Bro. L. C. Aldrich, a member of Div. 292. He tells me he is a second cousin of the Hon. Clinton Aldrich, ex-U. S. Senator of Rhode Island, and also a second cousin of the late Wm. H. Baldwin, President of the Long Island Railway Co.

My visit with him was very interesting. Brother Aldrich being in a reminiscent mood, recalled many instances of his early life, stating that he was born of English parentage at Smithfield, R. I., in 1819, in the same house where his father was born.

His father, Esek Aldrich, was a machinist and worked at his trade for a man named Slater, making cotton machines in a small near-by village, named for him Slaterville, claimed to be one of the first works built in America for the manufacture of the cotton-gin.

Brother Aldrich, in the year 1832, at the age of 13 years, went to work with his father in the mill, remaining with him for one year. He then sought his father's permission to go to a place called Stonybrook to work in the cotton machine works which were located there. His father gave him the desired permission and 25 cents in money and sent him on his way. After arriving at Stonybrook, he secured the employment he sought at 50 cents a day, providing he contracted to remain three years. After he had signed the contract his new employer asked him what arrangements he had made about his living expenses, board, clothing, etc. He replied that he supposed he would have to pay for it if he could. His employer, feeling interested in him, as he seemed ambitious, put him in charge of the care of two yoke of oxen, a horse, a cow and the pigs to feed twice a day for his board; and the employer's clothing, after he had finished with it, was made over for him by the family. He virtually put in fifteen hours a day for three years, at the expiration of which he drew his salary, and with the 12 cents remainder of the 25 cents which his father had given him when he left home, he purchased a suit of blue clothes trimmed with brass buttons, and took a trip to Boston, July 4, 1836, to witness the celebration. This was his first introduction to the locomotive, the sight of which inspired him with a new ambition.

After looking the locomotive over he concluded that if he could learn to put one of these machines together he would be the greatest man on earth, the complications being so much greater than the cotton machine, which he had mastered. He determined to put his thoughts into execution and made inquiry where he could find the man who employed the machinists, and was informed that he would

have to go to Lowell, Mass., and proceeding to Lowell he hunted up the superintendent of the road and gave him his experience, but learned that he would again have to sign an agreement to serve the company three years in the capacity of an apprentice at the machinist trade. He signed the contract, entering the service of the Boston & Lowell Company.

At the expiration of the three years' service, in 1840, he was promoted to the position of locomotive engineer, and assigned to the "Patrick," a five-ton, hook-motion engine, without cab, built in England. Engineers were not promoted from fireman in those days; it was necessary to qualify as a machinist.

After a time he resigned from the service of the B. & L. and accepted service with the Essex Locomotive & Machine Company, taking out engines. Resigning from this position he secured employment with the Erie Railway Co. as a locomotive engineer, working on construction during the building of the road between Hornellsville and Dunkirk, and when completed ran the first passenger engine between these two points. From there he went to Cincinnati, and was employed by the Niles Locomotive Machine Works as foreman, where the late William Sellers, of the William Sellers Co., of Philadelphia, Pa., was employed under him as timekeeper and paymaster.

From there he went to Vicksburg, Miss., as Master Mechanic of the Vicksburg & Jackson R. R., where he lost his entire family during a yellow fever epidemic. Some time after this sorrowful event he tendered his resignation to the management of the road, but it was not accepted. He then asked for a leave of absence, which was granted, and he went to Salisbury, N. C., where he met and married his second wife, raising a second family, the son above mentioned, one in Asheville, N. C., Lester Pearson, an engineer running on the Southern and a member of Div. 267, and Dexter, living in the state of Georgia.

While at Salisbury Brother Aldrich erected a shop and did business in building cars, and at this late day, on some of

the old trucks you will find the name of L. S. Aldrich, car builder. He finally sold this shop to the Western & North Carolina R. R., and through some peculiar circumstances in the transaction, he lost the money he should have received from the sale of the shop.

After the Western & North Carolina R. R. had received the property they converted it into a railroad shop, appointing him Master Mechanic at Salisbury. The company was slightly embarrassed financially about this time and in need of power. Mr. Richard Norris, of the Norris Locomotive Works, visited Salisbury for the purpose of selling locomotives. The cash not in sight, Mr. Norris concluded he would not open an account with them, but would deliver the engine to Mr. L. S. Aldrich, trusting him for it, which was agreeably arranged and the engine delivered and named "Junaluska."

From choice he resigned the position of Master Mechanic, going on the road running an engine. The road was afterwards absorbed by the Richmond & Danville, now the Southern.

After 37 years of service on this one road, he was called to the office and advised that he was to be retired from service. He asked his informant what the charge was against him, and was told that there was not the scratch of a pen against him in all his years of service, but that he was simply retired on account of his age. His reply was that there was one road they could not retire him from on account of age, and that was the road to Heaven.

Brother Aldrich has certainly had a long and eventful experience in railroad life, and it seems a pity that any company should put such a man entirely out of service, giving him no place through which he could earn a living. It would seem that no one in railroad service has any business to get old.

Fraternally yours,
J. PUFFENBERGER.

The Texas State Legislative Board, B. L. E.

SMITHVILLE, TEX., Feb. 4, 1905.

EDITOR JOURNAL: Experience has taught us that reports of Legislative Board work

sent to officials of Subdivisions are seldom read to members, the majority of whom know nothing of what is being done. The JOURNAL reaches every individual, hence we consider it the better vehicle for conveying knowledge of the work of the board to the members in the state.

The ninth biennial convention of the Texas State Legislative Board, held at Fort Worth, April, 1904, instructed its chairman, Bro. C. D. Johnson, of Div. 206, to have introduced measures providing that all red flags used for the protection of track and bridge repairs, washouts, obstructions, etc., be in charge of English-speaking flagmen; that pilots, with authority of conductors, be required on all light engines running over any part of a railroad outside of yard limits; to again take up the Derail and Switchlight Bill passed by the last Legislature and vetoed by the Governor; for amendment of the Anti-Trust Law so as to exempt labor organizations and farmers' societies from its provisions; to guard the Fellow-Servant Law and the Anti-Garnishee Clause of the Constitution to the full extent of his ability.

The Legislative Boards of the O. R. C., B. of L. F., B. of R. T., O. R. T. and State Federation of Labor were in session at the same time and place, and a union meeting was held and a resolution adopted to organize a Joint Labor Legislative Board consisting of the legislative representatives of each of the orders named. In compliance with this resolution, E. P. Curtis, of the O. R. C.; C. D. Johnson, B. of L. E.; J. S. Myers, B. of L. F.; H. G. Wagner, B. of R. T.; A. O. Petty, O. R. T., and Walton Peteet, State Federation of Labor, met in Austin, May 20, and organized by electing E. P. Curtis, chairman; J. S. Myers, vice-chairman; A. O. Petty, secretary; C. D. Johnson, treasurer, and Walton Peteet, press agent.

At this meeting the bills approved by the different orders were taken up and considered. It was thought best to limit the number of bills to be introduced in the Legislature to as few as possible, hence each selected one bill as preferred.

Following is a synopsis of the measures referred to:

An educational law which will require all children between the ages of 8 and 15 to attend school a certain number of months each year, provision being made for invalids and those who from necessity are forced to work and who attend night school. Federation of Labor.

A bill requiring railroads to place switchlights on all main line switches and keep same lighted from sunset to sunrise; and also to place derailling switches on all sidings at way stations where cars are left standing. B. of L. E.

A bill which will require all telegraphers who handle train orders to pass a satisfactory examination before a board of examiners as to their competency. O. R. T.

A bill creating the office of Labor Commissioner and defining his duties and authority. B. of L. F.

A bill to amend the Fellow-Servant Law, intended to abolish the doctrine of assumed risk found in court rulings. O. R. C.

A bill prohibiting railroad companies from operating trains with less than a full crew to safely handle the same—requiring one engineer, one fireman, one conductor and one brakeman on all passenger trains and two brakemen on all freight trains, and that all light engines running over the road shall have one engineer, one fireman and one conductor. B. of R. T.

Circulars containing a synopsis of these bills were printed and issued to the local Lodges and Divisions of the different orders, to be by them presented to the candidates for legislative honors for an expression of opinion; also urging active participation in the pending campaign.

Very little attention was paid to these matters by officers of Subdivisions of the B. of L. E., many of the delegates to the Fort Worth Convention, who were loud in urging that such work be done, doing absolutely nothing.

Brother Johnson, by his individual efforts, secured many signatures from can-

didates, and this, with the good work done by members of the other organizations, brought us many friends to House and Senate.

The Legislature convened January 10, 1905. The joint board met on the 9th and prepared for business. At the request of the G. I. D., Brother Johnson prepared what is termed "The Experience Bill," providing that any person who shall engage to act in the capacity of a locomotive engineer upon any railroad in the state of Texas must have first served three years as a locomotive engineer or fireman; also, that conductors must have had two years' experience as freight brakeman. Brother Johnson dropped the Flagman Bill to take up the Experience Bill.

Brother Johnson's report for January is to hand, and shows satisfactory progress being made. All of the foregoing bills have been introduced and referred to committees. Some of them have been reported back favorably and one, the Full Crew Bill, has passed the House.

A few measures favorable to labor have been introduced with which the joint board has had nothing to do, but which they support as far as consistent.

Several measures of a detrimental character have been presented that the board is vigorously combatting.

The chief attorneys of almost every railroad in the state, with a few general managers and many, very many, lesser lights, have been at the Capitol fighting every bill we have introduced, endeavoring to repeal or emasculate the beneficial laws in the statutes for our protection, and to get all they can for themselves. Unlike us, they have several of their attorneys in the House and Senate—a tremendous advantage.

In the present Legislature there are but five union men—two printers, one O. R. C., one B. of L. F., one B. of R. T.; note the absence of the B. of L. E.

The Citizens' Alliance and its spawn, the Retail Merchants' Association, are in evidence, asking to have the Wages Exemption Law repealed.

We might complain about the apathy

and indifference of the engineers of Texas to Legislative Board business, but on second thought we have not much of a kick coming; they take about as much interest in it as the average engineer anywhere, and that is—none. To one who witnessed the perfect smoothness with which the "rejection" mill of the Committee on Constitution operated at the Los Angeles Convention, and the entire absence of any interest at the fountain head of the organization, this apathy of the rank and file is not surprising.

T. P. O'ROURKE, Sec.-Treas.,
Texas State Legislative Board.

Direct Legislation.

LITTLE ROCK, ARK., Feb. 5, 1905.

EDITOR JOURNAL: Progression is one of the laws of Nature; perfection in any condition is an ideal to be striven for, rather than an actual consummation. Experience proves that all human contrivances of whatever nature for the advancement of the interest of mankind are capable of progressive improvement and civil government is no exception to this rule. The rights of man as partially embodied in the Constitution under which we live date farther back than the American Revolution, and were inherited from our English ancestors, who forced their concession from King John on the field of Runnymede. These privileges are fast slipping from our grasp, and it behooves us, as a people, to guard them jealously.

When our Civil War began, the freedom of the slave was not thought of, but in time it was demanded by the North; also when the Revolution was first agitated, there was no idea of a separation from the mother country for at least some time. But finally, it was the only alternative short of absolute submission to England.

When the time came to form a government for themselves, there were many in favor of modeling it after that of Great Britain. Among the men who favored this system and who was the most prominent, was Alexander Hamilton. He did not believe the masses could be trusted. He thought them fickle and ignorant, and that the best results could be obtained by

appealing to their cupidity and fear; therefore, he recommended a strong government. Those on the other side of the question, mainly Thomas Jefferson and Patrick Henry, believed that all power should come from the masses, and that the people could always be trusted to preserve their liberty. Jefferson, among other things, said that there were two subjects on which he desired to lay particular stress, and upon the observance of which he believed the future welfare of the country largely depended, and those were:

Free common schools supported by the State, and local home rule when every citizen could have a voice in the welfare of the community.

Of course our form of government was an experiment, but it was an improvement on anything that had preceded it. Patrick Henry pointed out the dictatorial powers of the President, and the immense power he could wield by reason of the federal patronage and being commander of the army and navy. Jefferson, to curb this power somewhat, proposed that the term of office be made six years and he to be ineligible for a second term.

The Supreme Court experiment has not proven altogether a success, as shown by the decrease in the income tax and injunction cases. Jefferson spoke of this court as the "Sappers and miners who are working night and day to undermine the fabric of our Confederation;" and, again, the election of U. S. Senators by State Legislatures has proven a blunder, and is unpopular at the present day.

But what concerns us most is the legislative branch, not only in Congress, but in states and municipalities as well, or more properly speaking, our representative system of government. Representative government has been referred to as the half-way house between a republic and a monarchy, and the experience of the American people for the past generation has been that the system needs improving.

The theory of having representatives to conduct the business of legislation with no restrictions thrown around them but a paper constitution, seems all right and

appears to be labor-saving and convenient; but in practice it is found that many of the delegates betray the people for their own selfish advantage. This is notorious, not only in states but in many large cities, and the general government is no exception to the rule. That we will always have representatives in our legislature, there is no doubt, but at the same time there is no reason why safeguards should not be thrown around them in such a way that should they betray their obligation, the people can veto their acts, or should they fail to pass laws that the people want, then the latter should be in a position to pass such laws independent of the legislature. We would then have what might be termed a Guarded System of Representative Government, and as long as there was no actual necessity for it, the people would not invoke the veto power or initiate new laws, and we would also then have Home Rule, as spoken of by the "Sage of Monticello."

Government by party is not an unmixed blessing. One's own party may have, perhaps, four leading issues, two of which you may feel inclined to support, and the other two one may be opposed to; yet, under the party system, you have to swallow the whole platform or vote some other ticket, which may contain the same objection. How much better and simpler it would be if the initiative and referendum was in effect in all the states, and every great question of either a state or the national government could be decided separately on its merits; then if there is a mistake, the people have no one to blame but themselves.

Three states in the Union have the initiative and referendum imbedded in their constitutions, and the legislature of Nevada recently submitted an amendment to the constitution embodying the referendum without the initiative, which was voted on and adopted in November last, and carried by five or six to one; and the above reform will be considered this winter by perhaps more than a dozen different legislatures, and in a great many of these states it has been indorsed by both the great political parties.

As an objection to direct legislation, it has been urged that if it were in effect we would be deluged with many laws, but happily we have an object lesson on that subject. I quote from *Wellman's Weekly* of St. Louis, or rather the "Direct Legislation Record" portion of it:

"What has been the result of direct legislation?" the Governor of South Dakota wrote shortly after it went into operation. 'Since this referendum law has been part of our constitution, we have had no charter mongers or railway speculators, no wild-cat schemes submitted to our legislature. Formerly our time was occupied by speculative schemes of one kind or another, but since the referendum has been made a part of the constitution, these people do not press their schemes on the legislature. Hence there is no occasion to have recourse to the referendum.'

"The South Dakota Legislature passed 101 or 102 laws at its last session. The same year the legislature of North Carolina passed more than 1,000 laws, and in one week Governor Odell of New York State vetoed 118 laws, and Governor Pennypacker of Pennsylvania vetoed 84. Thus these governors said by their vetoes that in one case a little more and in the other a little less than the total number of laws passed by South Dakota should never have been passed by their own legislature."

Direct legislation means fewer and simpler laws.

Fraternally yours,
ROBERT HERIOT, Div. 673.

Too Much Gall.

NAPA, CAL., Feb. 1, 1905.

EDITOR JOURNAL: In the afternoon and evening of life the mind becomes reminiscent, especially so when one has stepped aside from the passing throng, and exchanged the society of his comrades on life's stage for the companionship of horses and cattle, dogs and birds. Fortunate is he who in his retirement can forget and forgive those who have given him displeasure and annoyance, or at least whose mind does not dwell on unpleasant associations of the past, but whose memory habitually reverts to those noble souls,

those trusty comrades who have stood shoulder to shoulder with him in the days of his activities, giving him constant cheer and support. More fortunate still is he who has reason to believe that he has contributed some small share of cheer and support to others. Take away this consciousness of well-doing and these pleasant memories of the kind acts of others, and life would be a dreary desert.

These meditations come to me on this stormy February day, when I can do little else but feed and bed the stock and look out through the storm at the growing crops. I would like much to spend the day in the roundhouse at Oakland Point, where I would doubtless meet some of those who were "coupled in" with me in the snow sheds of the Sierras, the sage brush plains of Nevada, and the valleys of the Golden State, and with them recount the adventures and experiences of long ago.

As this privilege is denied me, I seek to rejoin my old-time associates through the medium of the JOURNAL. I am thinking now of one who during those old days contributed more of the wine of life to myself and others than it was ever in our power to reciprocate. It seemed to be his mission on earth to make others happy. His great warm heart was incapable of harboring aught but charity and good will for his fellowman. Speaking for myself, my life has been brightened, and I believe lengthened, by contact with this generous, joyous soul. Phipps was of Irish birth, born in Donegal, I think, but of that I would not be sure. There was no race suicide in that part of the world, and the Phipps family was a numerous one. There came a crisis in the affairs of the Phipps's, as indeed it came to all of the people of the little green isle. It was the year of the bad potatoes. "A condition, not a theory," confronted Phipps père. Not caring to have a famished progeny on his hands and not having the means to emigrate to America or Australia, he did the next best thing. He took his brood and crossed the channel, taking up his abode in England,

and here the subject of my sketch spent much of his early life, which probably accounts for the fact that he developed the characteristics of two nationalities. The unbounded mirth and ready repartee of the Hibernian, and the unlimited "cheek" or "gall" of the Englishman.

The Phipps's eventually came to America, prudently coming one and two at a time, and as the immigration laws were not enforced so strictly then as now by our efficient commissioner Sargent, *they all got in*. But I did not set out to write a history of the family, only a sketch of one of its members. I first encountered "Alf" as a fireman on the Mountain Division of the old Central Pacific in the early 70's. It was the rule in those days that a fireman must serve a year in the shops before being promoted to engineer. It came to Phipps' turn for promotion, and those in charge of the Sacramento shops wishing to avoid trouble, he was assigned to the Rocklin shops, of which I was foreman, with an injunction from the "old man" (Stevens) to me to "make him behave himself." If I were writing a history of the Rocklin shops I should designate the year of Phipps' apprenticeship as the "year of jubilee." It was such, at least, to all except myself, who was charged with the enforcement of discipline and of efficient service to my employers. Seeing that the sphere of action under my command was entirely too limited for my apprentice, I put him out on the road several months short of the limit, and thereby saved my force from utter demoralization.

To railroad men on the Southern Pacific lines in California, Phipps needs no introduction or description. He was known to all. To others, I will say that he was a giant in stature, standing over six feet in height, with proportionate breadth, and was once of comely features. His voice—his laugh—well, the only way I can convey an adequate idea of these is this. If my big Percheron horse should, in imitation of Balaam's ass, exert the power of speech or laugh a human laugh, I should believe that it was Phipps incarnated. I said he was once comely; that

was before the dispatcher gave a "cross order" to two trains in the sheds, one of which was under Phipps' control. In the resultant mix-up Phipps was thrown as from a catapult against a shed post. The post was reduced to pulp and splinters, and a cheek which had hitherto proved invulnerable received a severe contusion. After that Phipps' face presented a composite, or before-and-after appearance. The doctors patched him up and he was given a run in the San Joaquin Valley.

In escaping the dangers and difficulties of mountain service, he encountered new troubles. Evans and Sontag, the train robbers, were working the territory covering Phipps' run, and seemingly attracted by the genial qualities of the stalwart engineer, they made it a point to stand Phipps up whenever they could combine their other arrangements with the arrival of his train.

This happened so frequently that Evans and Phipps came to understand each other and the holdups were conducted in a quiet and orderly manner, and a mutual feeling of respect and attachment is said to have grown up between robber and engineer. (Incidentally, Mr. Sontag died from lead poisoning, some forty pieces of the metal being lodged in his anatomy—Mr. Evans is a guest of the state at Folsom.)

After these adventures Phipps found an open switch one night and although he managed to crawl out from under his engine unhurt, there was lost in the wreckage some old duds of extra clothing, and this leads to an incident which, when I have related, must close this story, as it is milking time.

Phipps conceived the idea of making a claim for compensation for the loss of his raiment on the basis of his own valuation. He divulged his scheme to the Master Mechanic, an old switchman who has long since been put on the superannuated list, and is now doing odd jobs about the steamers. From him Phipps got a letter of identification, and so armed presented himself in the office of Fabian, the "death agent." To him he graphically described the wreck, and incidentally spoke of the loss of the pride of his wardrobe. Now,

claim agents, unlike cashiers of banks, do not cash claims at sight. The usefulness of a claim agent to his employer is measured not by his alacrity in making settlements, but by his ability to defer them. If the claimant lives at considerable distance from headquarters, repeated trips may after a while induce him to let his claim go by default. Fabian was always willing to pay \$25 on claims ranging between \$100 and \$500. If that was not satisfactory to the claimant the matter was referred to the lawyers in the next room, who were hired by the month. Phipps' first visit to Fabian was of a social nature, only introductory to the business in hand. It would be tedious and unnecessary to describe other visits to the agent's office, extending over several months, during which time Mr. Fabian was considering the claim; but the cordial manner of Mr. Fabian encouraged Phipps to believe that the award would much exceed his utmost expectations, and in reporting progress to "Mack," he told him his claim was good for \$100. With this sum he would buy a really good suit of clothes, something he had never possessed, and throw out a twenty for the entertainment of the boys.

At last the day of settlement came. After the usual greetings, Mr. Fabian told Phipps that he was convinced that he was entitled to some compensation, and thrust a check into his hands. The recipient was too modest to examine the face of the check in the presence of the officer, but a glance disclosed the figures 250. Phipps' impulse was to call out the whole force of the general office to accompany him across the street to the cafe, but he restrained himself and hastened to the Oakland boat, where, in a secluded alcove, he drew forth his prize for examination. It called for *twenty-five dollars*. He resolved at once to keep the amount of award from "Mack," fearing the storm of ridicule from that worthy, but when somewhat recovered from his chagrin, he replied to his questioner, "I got \$25, Mack, and I think I am *damned well paid*," and Mack said, "Phipps, you remind me of a man who came into a Kansas town without a

bean, and by sharp practice managed to beat a number of citizens out of considerable money. Finally the victims corralled him in the street and proposed to mete out punishment to him without the interposition of the law. One proposed to hang him, another to burn him. Just then a wild-eyed citizen rushed in who proved to be a Jew clothier, who had contributed a suit of clothes. He exclaimed: "No, shentlemen, don't do that—don't burn him. Cut his gall out and give it to me."

D. J. BROWN.

A Veteran of the Order.

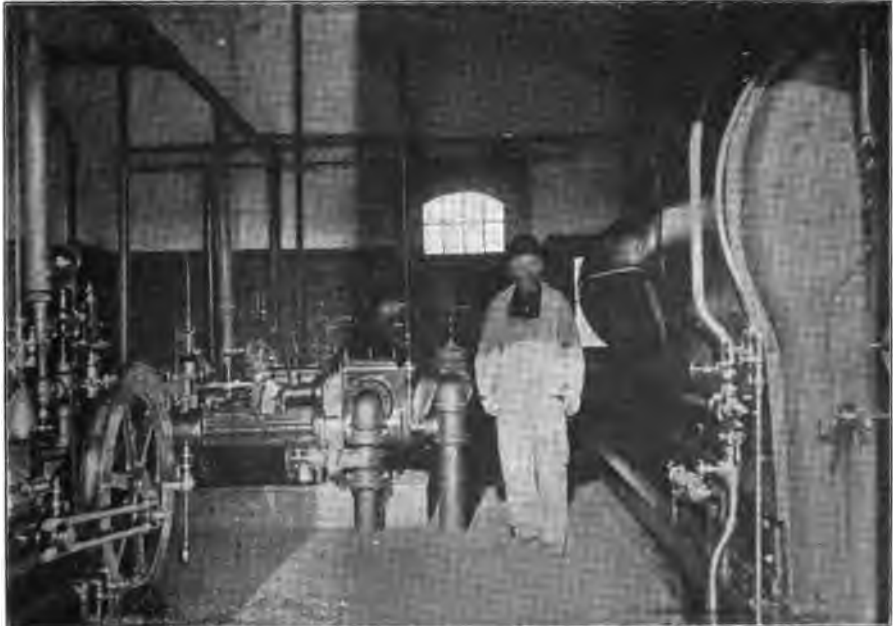
ASHLAND, ORE., Jan. 10, 1905.

EDITOR JOURNAL: All old veterans are worthy of note for their good deeds and

western fever turned thousands towards the Pacific, which caught Brother Chandler, and he landed at Rocklin, Cal., in '75 and secured work on the C. P. R. R., and has been a continued employee ever since.

Brother Chandler joined Div. 54 at Port Jervis in 1867 and has been a continuous member, being transferred to Div. 110, afterwards to 425.

Brother Chandler has seen some pretty hard times in early railroading on the C. P. R. R., and three or four years ago gave up the main line and took switch engine at Ashland, Ore., until the big oil plant was completed and he was installed as engineer, which position he now holds, firing the big boilers with fuel oil and running the big air compressor that loads the loco-



BRO. C. K. CHANDLER, MEMBER OF DIV. 425, AT HOME WITH HIS MACHINERY.—Courtesy Bro. T. Herbig.

faithfulness to their duties, as generally shown by long membership in the B. of L. E. and continued service for one company. We have with us Brother C. K. Chandler, who is hale and hearty at 63 years. Brother Chandler commenced railroading in 1861 for the "Eary" R. R. between Port Jervis and New York City until '69; went to the M. K. & T. between Junction City and Emporia. He faithfully performed his duty until the

tive with fuel oil, and supplies about one mile of air pipe for testing cars and other purposes around shop and roundhouse, and the big oil pump that pumps oil from cars into the 55,000 barrel tank.

Brother Chandler keeps everything neat and clean, and greets everybody with a pleasant smile, and is always anxious to know how all the boys are and how everything is going on the main line.

THOS. HERBIG, Div. 425.

Instruction by Correspondence.

BROOKFIELD, MO., Feb. 9, 1905.

EDITOR JOURNAL: In reference to correspondence schools, Bro. Edw. Kavanaugh's letter in the February number of the JOURNAL, page 140, is a good one. I think it would be a good idea to have a regular correspondence course of instructions through the columns of our JOURNAL each month, if not more than one or two pages. It would surely be a benefit to the young engineers and also to some of us older ones that may, perhaps, be getting rusty in regard to a technical education; not that I think a regular correspondence school a bad thing. Quite the contrary, I think they are a blessing to many a man who seeks an education through such means and sticks through it and graduates. But, on the other hand, the correspondence schools extort many a dollar from our engineers for which they gain scarcely anything on account of lack of time to study and give the lessons they thought they require and the correspondence school is dropped and the latter named has the money—the engineer the experience.

I think that a regular correspondence school course of instruction would be a good thing and a benefit to every Brother who wishes such and will devote a few minutes' time each week to such studies and would actually be the means of saving to our Brother engineers thousands of dollars per year, that might be extorted from them by correspondence schools annually for tuition in same, for which many an engineer, I dare say, derives practically no benefit, not through any fault of the correspondence schools, but on the part of the engineer not being able to fulfill his part of the contract on account of not having sufficient time to study; and others, perhaps, find it not as easy as they expected and it takes up too much of their valuable time, otherwise, holding down a drygoods box on the street, railroading and telling yarns. If such men never get anything better than what they now have, it is their fault.

Please have a technical correspondence column for the benefit of us locomotive

engineers; and Brother engineers who can, let us make it a point to review and study, if necessary, the technical column each month.

Yours fraternally,
SMITH HORTON, Div. 616.

B. of L. E. Hunting Club.

FORT SMITH, ARK., Jan. 9, 1905.

EDITOR JOURNAL: No doubt some of the JOURNAL readers will remember the hunt taken by the club last year, which was written up in the March JOURNAL, 1904. I was requested by several of the Brothers to write up our hunt this winter.

The members of the club are Bros. J. S. Carson, C. E. of Div. 638; W. H. Van Horn, of Div. 428; R. E. Brocchus, James Moore, J. B. Kirkbride and myself, of Div. 445; Messrs. C. E. Boss, M. M., of the Paris & Great Northern Railroad, and F. McCaughey, of Lodge 345, B. of L. F.

On December 2 the members of the club met at Kosomo, I. T. There we left the Frisco Railroad for our hunting grounds, some fifteen miles distant, over a very rough wagon road.

After arriving at our hunting grounds, we made it our first business to fix up our camp in good order. After a good supper a large fire was built, and as the shades of night began to close in around our camp the pipes were filled and, seated around the camp fire, we began to tell stories of former hunts. Soon we heard a lone wolf howl far up the side of the mountain. He was answered by another. Then the bob-cats began to squall; even the owls lit in the trees just over our tents and joined in the serenade. But we had no fear, as we were plentifully supplied with the best of firearms and ammunition. So we promised to make it interesting for them in the morning.

Our long drive over the mountain had tired us and we soon sought our cots, for we wanted to get an early start in the morning. Soon the heavy breathing told of the slumbers. Nothing could disturb us. We had no fear of being rudely awakened by the call-boy calling out: "No. 1, thirty minutes late." The only call that we heard was at 5:30, when the cook called us for breakfast.



NO. 1.

Breakfast was soon over, when we started out. It was a fine morning. The sun's rays lighted the valleys and mountains. The autumn leaves were a golden brown. Oh, what a beautiful picture, here where Nature is supreme, and not a hand to mar the scenery! The tall, gray rocks added to the beauty. As we climbed up the mountain our thoughts went back to the ages and ages it took to build up this country. Here was a country within a radius of forty miles with only a few Indian cabins scattered ten or fifteen miles apart.

Soon we heard the report of a rifle, and then the glad notes of a horn. We hastened in the direction from which the report came, and found that Brother Carson



NO. 2.

had killed the first deer. We took off our hats to Brother Carson.

The second day Brother Brocchus killed a deer. On the fourth day he killed the largest buck that any member of the club had ever seen.

Picture No. 1 shows Brothers Brocchus and Carson, with the large buck between them. Brother Brocchus is telling how it was killed. Brothers Brocchus and Carson are called the two scouts Buffalo Bill and Kit Carson. They are both fine shots, and a deer seldom gets away from either if they get a shot at it.

Picture No. 2 shows Brother Van Horn and myself bringing a deer into camp. Brother Van Horn is in front.

Picture No. 3 shows two deer and a



NO. 3.

turkey killed by Brother Brocchus. The larger deer in the picture is the one spoken of above. It weighed two hundred and fifty pounds and had fourteen points.

Picture No. 4 shows the club at dinner, and picture No. 5 shows us at a social game of high-five.

Brother Brocchus, as usual, carried off the honor of killing the most game, with Brother Carson second. Brother Kirkbride, Brother Brocchus and Mr. Boss killed the same number of turkeys. Each one had good luck, and all said that enough had been killed long before our stay was up. We are not "game hogs," and do not wish to destroy more than we can eat.

A few incidents occurred while on our



NO. 4.

hunt that caused quite a lot of joking afterwards, but did not look so funny at the time. While Brothers Moore, Van Horn and myself were hunting in a thicket, Brother Moore came upon a large panther. The panther was about fifty feet from Brother Moore, and it ran out past Brother Van Horn. We gave it two loads of buckshot, but they did not stop it. We asked Brother Moore why he did not shoot it. He said: "I, doggy, I was shaking so I could not hold my gun still!"

One day Brothers Kirkbride and Van Horn were hunting up the side of a rough canyon, when Brother Kirkbride saw a panther lying on a rock just above him. He made a hasty retreat to where Brother Van Horn was. Here they were found a few minutes afterwards by two other members of the club. When asked why he did not shoot the panther, Brother Kirkbride said that he did not know; that he was not scared, but only felt uneasy



NO. 5.

about the safety of Brother Van Horn. Another time, Brother Moore killed a fine deer. When he started to where the deer was lying he jumped two more and stopped to shoot at them. He crippled one and followed it about half a mile, when he saw a panther after it. He went back after the deer he had killed, but could not find it. He said he was not scared at all. Of course not!

While hunting on the top of a mountain with Brother Van Horn, we heard something making a noise—breaking twigs and bushes. On investigating, we found evidence of Mr. Bruin. From the size of the footprints in the soft ground, we decided that he was no small one. We held a hasty consultation to decide what we had better do. Brother Van Horn said that he thought we had better let him go, for if we did kill him we could not get him to camp, and we were not looking for bear; in fact, we had not lost any. Just then we heard four rapid shots fired in the canyon below us, and then the welcome sound of Brother Brocchus's horn. I said that Brother Brocchus had killed the bear. Brother Van Horn started down the side of the mountain at a 2:30 gait. I told him not to go so fast, as there might be more than one bear, and it might come back our way. The manner in which Brother Van Horn got behind a tree showed that he was something of an athlete. After a short wait we went on down to where Brother Brocchus was, and found that he had killed a fine deer.

Our ten days were soon up, and the teams came to take us back. We could not help regretting that our hunt was over for 1904. As we left our camping grounds we looked back and saw a little blue smoke rising through the trees. We fired a salute and joined in singing, "Tenting On the Old Camp Ground."

We arrived home and returned to our runs, feeling much benefited by our outing. All agreed that we had had the most successful hunt we had ever taken.

GEORGE DANIELS, C. E., Div. 445.

After Big Game.

EDITOR JOURNAL: On the morning of November 29 I left Denison to join a hunting party for our annual outing, arriving at San Antonio in due season, where I was met by the famous hunters, Brothers R. E. Nave, Jas. Senn, and L. E. Mays, of Div. 197, and W. B. Dial and George Wright, members of Lodge 145, B. of L. F., of San Antonio, that fair city of the South.

We bade farewell to San Antonio and its memories at 9 A. M., December 2, taking the Sunset Limited for our camp



BROS. MAYS, NAVE AND SENN WITH THE FIRST DEER.

—six of the best equipped and happiest hunters on the green earth. We had a full supply of the latest improved fishing tackle and traps, while a finer lot of guns was never seen in any camp. There were Savage rifles, pump-guns, and 22 target guns for shooting squirrel and small game and for target practice. In addition to all this we had left all the apron strings behind us, we had no more sick men to sit up with, no more goats to ride, no more door mats, millinery bills, or chores, and our wives would split the kindling. We arrived at Uvalde, 100 miles west of San Antonio, at noon, and were met by a Mexican who was to take us to camp by wagon, and traveled southwest in the direction of Old Mexico. On the third day we arrived at our camping place, and selected a beautiful spot in a grove of live oaks on the banks of the Nueces, and this time we had a kodak with us. However, none of us were expert enough to get a point of view of the beautiful

MEXICAN GUIDE AND BRO. NAVE WITH TURKEY.
AND BRO. L. E. MAYS.

scenery, and were compelled to stick to the subject we were most interested in, viz.—the hunters and their game.

We put up our tent and got everything in place before dark, and a fine supper was soon spread before us, for we were well supplied with the choicest eatables afforded in the San Antonio market. After a good night's sleep and an early breakfast, each shouldered his gun and set forth in different directions to look for game. Some climbed the mountains, while others went down the valley, and after walking and watching for hours, tired out, hungry, disappointed and in most angelic humor with ourselves and the whole world, which suddenly took on a blue and hazy appearance, each tramped back to camp hoping that the "other fellow" had done better, yet ashamed to be outdone. When I arrived at camp all were in but Brother Nave, and as it was



WAITING FOR DINNER.

getting late I was a little uneasy about him remembering his little conversation last year with a Havilena hog, but the boys said not to worry for if he found a deer trail he would follow it to Mexico, and while we were thinking of firing a signal to him to guide him home if lost, Brother Nave came in sight walking slowly through the brush and cactus. He sent the Mexican back to get a buck he had left some two miles away and horse and rider soon disappeared. Only a short time elapsed, however, before his return with the deer, and we had some of it for our supper. It was one of the finest specimens I ever saw and we could hardly wait until next morning to try our luck again. All this homesick feeling was gone and we awoke in the morning with faith in ourselves, our prospects and our guns. Sure enough we had a good day's sport and brought in all sorts of game except turkey.

So far Brother Nave would only hunt with his Savage rifle, but that meant large game, and as one of the boys said he thought turkey would be good for a change, Brother Nave said he would go out and kill one for him and made good his promise in a very few minutes. I secured a snapshot before he unloaded it.

Brother Senn was down on his luck during the whole hunt and we could not understand it at all until we found that there was a woman at the bottom of it and Brother Senn had himself been pierced through the heart by Dan Cupid's dart, and was to be married shortly after his return to San Antonio. Every time he looked down the gun barrel he could see instead of the eyes of a deer, the dear eyes of his true love; when he listened for the woodland sounds of rabbit or squirrel the music of his sweetheart's voice drowned out even the song of the nightingale; and in the smoke of his pipe



BROS. MAYS, NAVE AND SENN PLANNING AFTER-NOON HUNT.

there arose before his eyes a fairy face and the figure of a woman who haunts his waking dreams. Brother Senn was rather slow company, but his appetite, strange to say, was strictly on time.

We enjoyed many hours spent with rod and reel, for the fish were plentiful and easy to catch. The Nueces at this point is deep, the water clear as crystal, so that all kinds of fish could be seen under eight or ten feet of water in great numbers.

L. E. Mays landed the first fine trout and Brother Dial killed a Mexican hog and I am indebted to him for the skin which I am now having dressed for a rug. I am very proud of this one as he took off the skin after dark, and they make beautiful rugs. Brother Dial is an expert rifle shot and a very fine cook. I had prided myself on being the finest cook in camp, but on this trip I was compelled to yield that honor to him. Brother George Wright was our

"bread baker," but his long suit was shooting quail on the wing with his favorite pump gun. Quail could not get up too fast or too often for him, and had no chance for life in front of his gun.

R. W. MAYS.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Feb. 1, 1905.

EDITOR JOURNAL: Following is the statement of receipts for the Home for the month of January, 1905:

FROM B. OF L. E. DIVISIONS.

Div.	Amt.	Div.	Amt.
8.....	\$ 5 00	150.....	\$12 00
33.....	40 00	238.....	12 00
57.....	12 00	303.....	12 00
72.....	10 00	372.....	12 00
81.....	12 00	385.....	6 00
82.....	12 00	404.....	3 00
98.....	12 00	451.....	12 00
132.....	12 00	546.....	5 00
Total.....		\$189 00	

FROM G. I. A. DIVISIONS.

Div.	Amt.	D.v.	Amt.
13.....	\$ 1 00	125.....	\$ 5 00
23.....	5 00	127.....	3 00
21.....	5 00	132.....	5 00
22.....	2 00	133.....	1 00
34.....	5 00	134.....	3 00
35.....	12 00	142.....	5 00
37.....	5 00	165.....	2 00
41.....	2 00	139.....	5 00
44.....	3 00	170.....	5 00
45.....	5 00	177.....	5 00
52.....	10 00	178.....	1 00
53.....	5 00	180.....	5 00
66.....	2 00	184.....	5 00
68.....	2 20	190.....	5 00
70.....	5 00	192.....	3 00
74.....	5 00	196.....	5 00
78.....	5 00	214.....	5 00
86.....	5 00	217.....	5 00
87.....	2 00	218.....	1 00
94.....	5 00	219.....	2 00
102.....	2 00	227.....	1 00
106.....	5 00	228.....	5 00
118.....	2 00	231.....	5 00
120.....	1 00	236.....	5 00
121.....	5 00	237.....	5 00
124.....	3 00	242.....	2 00
Total.....		\$208 20	

SUMMARY.

Grand Lodge of the Ladies' Society to the B. of L. F., by Mrs. Du Bois, G. S. & T.....	\$ 50 00	
James Costello, of Div. 270, O. R. C.....	1 00	
B. of R. T. Lodges.....	291 20	
O. R. C. Divisions.....	200 50	
B. of L. E. Divisions.....	189 00	
B. of I. F. Lodges.....	37 50	
L. A. to O. R. C. Divisions.....	137 60	
G. I. A. Divisions.....	208 20	
L. A. to B. of R. T. Lodge.....	45 75	
L. S. to B. of L. F. Lodges.....	32 00	
Total.....		\$1,192 75

MISCELLANEOUS.

One box of fruit and two comforts from Div. 20, L. A. to O. R. C.....	
Two quilts. Sender unknown.	
Thirteen towels and one spread from Div. 163, L. A. to O. R. C.....	
Two packages of books from Brother Williams, of Lodge 375, B. of R. T.....	
Sack of oranges from Brother Gannon, of Lodge 4, B. of R. T.....	
One case of Lash's Bitters, from Lash Bitters Co., of Chicago, Ill.	
Box of Books from Div. 22, G. I. A.....	
JOHN O'KEEFE, Sec. & Treas.	



● Ladies' Department ●

Communications for publication must be written on one side of the paper. Nouns de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, MRS. M. F. CASSELL, 922 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Spring's Children.

BY GEORGE COOPER.

Oh, March is a rollicking boy,
Of bluster and din he ne'er tires;
He shouts in his infinite joy—
To all sorts of fun he aspires;
He rattles the windows and doors,
He whistles o'er forest and lea;
The chimney and roof he explores,
For a mischievous fellow is he!

Now April's a shy, lovely girl,
Who timidly wanders along,
And golden, with sun, is each curl,
And wakes in her heart a sweet song.
Though oft she grows pensive and sad,
And tears on her cheek we may see,
Ah, look! in a twinkle she's glad!
Oh, a bonnie, wee lassie is she!

But May is a beautiful maid,
Who sings with the birds and the rills;
She roams over meadow and glade,
Her smile lights the valleys and hills.
With glances so winning and true,
With step that is gladsome and free,
And eyes of the bonniest blue—
Oh! the Spring's peerless daughter is she!

The Value of Books.

In an address at the opening of a village public library, Hon. John Morley, the

eminent English statesman, said he was not so foolish as to claim that books were the only education.

Work was an education, politics were an education, and the divinest of all arts, music, was an element and an agency in education.

But, after all, without free access to books and without some knowledge of how to handle and use books, education must be a narrow and mutilated and imperfect process.

In his time he had to perambulate in England among what were called the middle class, and he was constantly appalled at the shocking trumpery that he found on the shelves of those who were kind enough to entertain him on those occasions.

Every one talked of Shakespeare, Milton, Bacon, and so forth, but he wondered how many copies of Shakespeare, of Milton, or of Bacon's essays they would find in people's houses.

Then he asked himself, by the way, how many in that room, if they were told they could not leave till they had pointed out what in their view were the great passages in Shakespeare, or the great lines in Milton, or the great words of wisdom from Bacon, would ever get out of the room.

He was not at all confident that there would be many.

Everybody who was able to possess anything beyond bread and cheese and clothing ought to possess three or four or five books, and they would be surprised, he thought, how very slim the volume would be which contained the gems and the pure gold of literature.

It was a great mistake to think that they could not enter into the treasures of literature unless they possessed a large library.

Poetry was not a taste which came to every one, but he who was not stirred by it led but a mutilated existence.

If a man asked him what poet he should begin with he would say Byron. While not the greatest of poets, Byron had got daring and energy and the historic sense, and it must be remembered that early in

the last century he was the great central inspiring force of democracy in the continent of Europe.

When democracy extended its reading and applied itself for inspiration to poetry, Byron would once more have his day.

He entirely agreed with a friend of his who said that when he turned out the light and locked the door of his library, leaving all the procession of saints and sages, warriors and martyrs, the champions of freedom, of truth and justice, those who had been trampled down and failed, those who had succeeded and been torch-bearers of truth in a sort of sublime solitude and darkness, he felt more than in the working day the true pathos of mankind—the real mystery of time.

We must not undervalue the real benefit of good books in the home. It is to our shame that we step into many homes of our well-to-do engineers and see no good books on table or shelf. In most of our homes are growing children who are starving for good literature. In these days of splendid magazines that are within the means of our class, every one should be supplied with good, sound reading.

Parents, think this over. .Subscribe for some of the periodicals handled by our worthy Brother Oliver, of Casanova, Va., and you will not only be helping yourselves and children to keep abreast with the times, but will be aiding a crippled Brother to support himself.

Sisters, accept the help offered you through our pages by embracing the Study Club. The worthy chairman this month points out to us the way by which all can come into the work. No matter where you live magazines will reach your postoffice address if you will but take them, and the hours you spend together will not be wasted, but full of benefit. Give your children every advantage in the pursuit of knowledge by placing before them good books, thus eliminating the evil effects of trashy novels that find their way into the hands of our boys and girls. Look well to what they read and accept the advantages held out to your-

self. We are never too old to learn, and let us now, if we never have done so, begin to learn "the value of books."

Our Insurance.

DEAR EDITRESS: I have been reading Sister M. L. Robertson's article in the January JOURNAL with a great deal of interest. I have a profound admiration for her depth of thought and brilliancy of intellect, but although not her equal in either, I wish to take issue with her in some of her statements for the good of the order. At present I have very little data at hand from which to deduce conclusions, but will use what I have and try to open a discussion on this very important topic. All of our members must be well informed on the subject in order to vote intelligently on it in the fall, and nothing brings out ideas like a discussion.

Our Secretary's first statement, that our membership has increased two-thirds during the last two years, taken in connection with the increase of the death rate 70 per cent, or $\frac{7}{10}$, does not make such an alarming statement after all, especially taking into consideration that 1904 was World's Fair year. We would expect from this that the insurance has been greatly increased, when the facts are, the members were assessed only 25 cents on a policy more this year than last, which would not bankrupt many. We would expect from the desire for age rating that it was the old members who made this terrible increase. Now, let us refer to this month's JOURNAL and see how it reads. We find Sister Brow, who has belonged $12\frac{1}{2}$ years, and surely has borne her proportion of the burden. Two others of the four whose date of admission is given have belonged 3 years and 4 months and $2\frac{1}{2}$ years, respectively, and the causes of death, to say the least, reflect somewhat upon the rectitude of *some* one who was responsible for their admittance. May not *this* be the key which will unlock the door wherein lies the skeleton of increased death rates?

Now, my Sisters, do you call it fair in an assessment insurance such as ours to raise the assessments when the Sisters are

past the age when they could become wage earners, and their husbands, if they are still living, are paddling in the same canoe? It seems to me this would kill our insurance quicker than any other law you could enact. I may be arguing from wrong premises, as the wording of Sister Robertson's article is what I am going by.

In the case of those who are now members, if the law would include those, it would be an *ex post facto* (after the deed) law, which would not hold water in any court in the land. Make the raise on those who from now on wish to enter our R. V. A., and whose rating in all other insurance almost approaches the prohibition point, and we are with you. But do not increase the rate for those who are already members and have borne the heat and burden of the day. Our whole insured membership stands with me in this.

The young members say, "If we must pay from now on until we are old and then have payments increase, we will withdraw now, while eligible to other insurances that have stood the test and not increased payments." The older members will withdraw because they think the law unjust. I think when the law passes, if pass it should, there will be few left in the V. R. A., at least in our Division, except those who are so sure of a near passage over the river that the expense would not be commensurate to the benefits. In other words, our young members would be like the Irishman who said he "wouldn't belong to a game he had to die to beat," and join the endowment rank of some insurance.

If our V. R. A. is to be constantly subject to radical changes such as this, it will militate against its increase of membership. We don't like to stand on a platform that we can't be sure of in sunshine and shadow; where a plank is apt to be abstracted at any time and the unwary fall into the ditch, or where a higher one may be added and we stub our toes and come to grief. Let us have an experience meeting and discuss this to a finish, get a stable foundation in some manner and then—let well enough alone. MRS. GEO. W. MORSEY, Ins. Agt. Div. 33.

Against Age Rating.

For our order the year 1905 has dawned auspiciously. Beyond all question when it lapses into old age still greater prosperity and advancement will have been achieved.

No other woman's order has such a progressive path opened to them because our members are all wives of men of one industrial calling. Loiter not over failures we have made, remember them only to avoid them in the future.

As the question of rating our insurance according to age has been launched, I would like a word on the subject. It should be very thoroughly discussed in our Divisions before the referendum vote is taken. This is a vital question to all insured members, and should be looked at from all viewpoints.

We all know the V. R. A. is business and not charity. By our venture as policyholders our money will return to our own.

My views are opposed to age rating. It would be an injustice to all old members who have stuck to the craft when it was very frail and many times we paid as high as \$2 per month when two policies would not bring \$500. By so doing we gave encouragement to others to come in and help the cause along.

Now many of us are too old to become insured elsewhere, and many of our husbands have been forced out of service as engineers owing to old age, and it is hard even now to keep our assessments paid up.

To raise the rates will force many to drop out, myself for one. I have carried two policies since 1892. I think the policy fee should be raised for one way to get a surplus. Our membership is now largely made up of young, ambitious women, who, I trust, will have consideration for the old standby's.

MRS. W. E. HOYT.

Note from Fort William, Ont.

DEAR SISTER EDITRESS: I suppose by this time you will be thinking that New Ontario Div., 324, G. I. A. of the B. of L. E. has died a natural death in its in-

fancy, but it just seemed as if it took us so long to get started. At first we were up against it for a hall, but finally got that remedied. We organized here on the 12th of October with a charter membership of 19, expecting more to follow. So far we have been very successful as far as good attendance is concerned. The Sisters are all good hustlers, but we did not have a chance as our organization was somewhat hurried, only one regular meeting being held with our organizer to instruct us. Of course you all know what that means. But thanks to Sister Grant, who has had experience in Division work, she having been a member of Ottawa Div. before meeting with us, willingly came to our rescue and has done all that she could possibly do. We all feel that she has been and will continue to be such a standby.

Well, we gave our first at home in our new hall on Jan. 12th inst., it proving a great success. Everybody enjoyed himself to the fullest extent, dancing and cards being the features of the evening. Judging from the interest taken by our Brothers and witnessing their evident enjoyment of the evening, we felt fully satisfied with this our first at home, and I am sure that every one will look forward with pleasure to our next.

Our regular meeting days are first and third Tuesdays of the month, and we will be glad to meet with any Sisters who may happen to be in Fort William on those days.

Our election of officers for 1905 resulted in all the old officers retaining their offices for the current year.

I am sending along a picture of our charter members with Sister Sproule, our Organizer, in it, and we would deem it an honor to have a cut put in your JOURNAL. It was taken the day after our organization just before our new Division treated Sister Sproule and Brothers to a drive around our pleasant little town and suburbs.

Only five of the Brothers turned up. Of course, we would have been pleased to have seen them all. Owing to a rush of work on the road at the time, more were

unable to be present. We hope in the future to report good progress, both socially and financially.

Our Division sends greeting to all sister Divisions, and wishes one and all a happy and prosperous New Year. Div. 324.

NOTE.—Sisters of the G. I. A., please do not send pictures of groups of members, because we cannot print them in our department. The number of Divisions is growing rapidly, and we have not the space to spare for these pictures that can only be of local interest. I have requests to return them in many cases months after they have been sent, and could not do so on account of my inability to tell which from other. Hereafter all such pictures will be returned at once so they will not accumulate. The space must be used in a way that will be beneficial to all.

EDITRESS.

Make No Change.

Sisters, I have just been reading the JOURNAL, and was particularly interested in Sister Robertson's article in regard to "Rating Assessments According to Age." Of course we cannot all see alike, but it does seem to me it would be making the greatest mistake possible to make any change in our insurance. Sister R. after setting forth the dreadful condition of the V. R. A., and predicting its downfall if we do not accept the age rating at once, says in her next paragraph, "There is no need of a panic over this matter, the V. R. A. never was in such good condition as it is today." If it is in better condition than ever why not let well enough alone? She asks what is the cause of such a large increase of death rate? I think it is plain enough. We must expect a higher death rate when we have 5,000 or 6,000 members than when we had only 1,000 or 2,000. Again, she says, "As the average age increases more deaths follow, more assessments, more forfeitures will result, which nearly always occur among the younger members," etc. At last, the result will be a membership composed of those who are too old to join other associations. I think that would be the result if we were to

have age rating. Would it be fair that the old members should have to pay twice as much, and perhaps more than that to keep in the V. R. A. because they are too old to go into any other association? Where can you find a better or more solid insurance than that of the B. of L. E.? They do not have age rating, as I understand. The originators spent a great deal of time in getting our insurance as near as possible like that of our Brothers, and deserve great credit for it.

No, Sisters, let us leave our insurance remain as it is, the assessments are light on all of us, and are alike on each policy. I don't think we can be in such a dreadful state. In the last six months we have only been called on twice to pay for more than two deaths in one month, October and November we had three to pay for. In July we did not have any, so you see more than half of the deaths have been paid from the surplus, and the surplus increases as well as the death rate.

AN OLD MEMBER.

Greeting from Richmond, Va.

MADAM EDITRESS: Months have glided into years and years have almost numbered a decade since I knocked at your door for admission to the pages of the JOURNAL. Now kindly give me space to send a loving greeting to my many friends, for the sake of "auld lang syne." I am not dead, neither have I been sleeping during this long period of silence. Silence is golden, as we all know, and I have been keeping my precious metal well polished and brightly shining, by hard work in our beloved cause; never, for even a short time, have I been idle.

I am glad to report our Division, 228, Richmond, Va., in a most prosperous condition financially and socially; seldom do you find a band of brighter, more energetic or sympathetic women, working for a common cause. Our meetings are looked forward to as an oasis in our deserts of R. R. cares and anxiety, when the warm hand pressures and kindly words make us stronger for life's battles. Each member vies with the other in lending her personal aid to make our coming to-

gether a pleasure. Our treasury is never empty, being continually replenished by the proceeds of home socials, entertainments, etc., in winter, and in summer excursions to the seashore. Our annual excursion to Buck-Roe-Beach is an epoch in the history of our Order. 'Tis a veritable family reunion, where pleasure reigns supreme, and cares that infest the day fold their tents like the Arabs, "And as silently steal away."

If any one doubts my statement let him go with us in July, 1905, and taste of the fountain of pleasure, and be rejuvenated by a dip in Virginia's briny deep. While enjoying all these pleasures we have not been unmindful of others not so fortunate, but have passed along "the cup of comfort" which the Lord has given us. Last winter we furnished a room complete for the sick poor in one of the Mission Hospitals, homes have been made glad by the bright flowers of love sent to cheer them, and hearts happy by inhaling the perfume of blossoms, or by more substantial aid, when needed.

So you see idleness belongs not to Div. 228; though her voice is not often heard her influence is constantly felt. Charity you all know begins at home, so our Division has a "Sick Benefit Fund," for its own members, that has been in successful operation for a year, and has proven very beneficial, for while working for others we are reaping a benefit. On October 25 Virginia and Richmond threw wide open her doors to welcome the "Mutual Interest Board." The ladies were highly honored by being invited to entertain them. Never was evening more pleasantly spent in music, eloquence and good fellowship, not forgetting the inner man, for the way to a man's heart is through the table. Long may these Brothers live, and we all say come again and bring your wives, for Virginia is ever proud of her noble R. R. boys wherever they may dwell, and says to all occasionally Come Home! Come Home! "Breathes there a man with soul so dead who never to himself has said, this is my own, my native land!" Our Sunny South is now wrapped in snow, the song birds have flown to other climes,

and it is almost impossible to keep warm, even by a bright fire, so will bid you adieu, wishing Divisions and homes happiness and prosperity. I am yours in F. L. and P. Mrs. C. F. CONLEY, Pres. Div. 228.

Grand Ball at Trinidad, Colo.

Last night there was one of the biggest crowds of dancers ever gathered together at Castle Hall, the occasion being the grand ball given by Ivy Division 330, G. I. A., to the B. of L. E. The ladies have been making their preparations for the dance for several weeks past and not the smallest detail was overlooked to make the affair the success that it was. Every Division was in the hands of a capable committee, and from the time the dance began until the last bars of "Home Sweet Home" were played, the fun was of the spontaneous and contagious order.

Mr. and Mrs. T. R. Ryan headed the grand march, and behind them came 150 couples of people. The dance cards were book shape, bearing a pink carnation, the lodge flower, and there were twenty-four dances and six extras on the card. Each lady member of the lodge had a dance named for her, and below the line was some figure of speech of railroad phrase.

Every lady who belonged to Ivy Division wore a pink carnation and the colors of the lodge, red, white and royal purple.

The music was exceedingly good, being furnished by Ferraro's orchestra, and it was of the kind that makes dancing a pleasure.

In the banquet room of the hall the ladies served a supper that was characterized by its merit, and they cleared \$37 from the supper alone. The dance will net them over \$140. In another room there were card tables for those who did not care to dance, and these were filled with players most of the time.

New Divisions.

ANOTHER LINK.

North Star Div. 338, Staples, Minn., auxiliary to Div. 144, B. of L. E., was organized in Staples Friday afternoon, December 30, by Mrs. J. A. Morton, assisted by Mesdames Conley, Smith, Robinson and Quinlan, all of St. Paul.

After the Division was organized, a banquet was served, to which the engineers were invited. The tables were decorated with the colors of the Order and pink carnations, the Order's flower. On the center table was a miniature Christmas tree, also displaying the colors.

At the close of the feast, which the boys say was a fine one, there was a speech by Mrs. Morton, the Grand Organizer.

and remarks by a number of the Brothers. It was not known that the Brotherhood contained so many orators. It was a question which one was the best, but it was finally conceded that Sam Gorman carried off the honors.

The Division president, Mrs. Wilson, was called upon and made a few remarks. She reviewed some of the good which the Auxiliary had accomplished, and she said she was pleased that the engineers' wives had taken up the work here. She urged all to avail themselves of the insurance feature of the Order. She also remarked that the day was of peculiar interest to her as it was the 29th anniversary of her wedding.

Public installation was held in the evening, and the engineers present voted it a pleasant affair, and hoped it would be the beginning of many such gatherings for the engineers and their families.

ANOTHER IN PHILADELPHIA.

On October 11, 1904, Philadelphia Div. 332, of the G. I. A. to B. of L. E., was organized by Sister T. C. Smith, G. O., assisted by Div. 112 and 27 of Philadelphia. The new Division opened with 18 members, and have 25 now.

After Sister Smith had organized and instructed us in the work of the Order we adjourned for supper. At 8 o'clock Sister Smith called the meeting to order for public installation of officers.

Division 51, B. of L. E., to whom many thanks are due for furnishing all our paraphernalia, were well represented; there were also members of Div. 112, 27, New Century of Philadelphia, Camden, 810 of Wilmington, Del., 17 of Detroit, Mich.

After the installation there was a social entertainment, Miss Grace Lawton, daughter of our insurance secretary, gave several recitations in a very able manner. There were vocal and instrumental solos by the daughters and friends of members. Brother Warnick, F. A. E. of Div. 51, presented the new Division with a beautiful Bible, which was received by the president in behalf of the members in a very neat speech, and Brother Lawton framed our charter very handsomely, after which refreshments were served by Grace Lawton, Vera Gilmore and May Warnick, daughters of members, to which the Brothers did full justice, proving that engineers like good things. After wishing success to the new Division all departed to their homes well pleased with their day's work.

SECRETARY DIV. 332.

ANOTHER IN EAST ST. LOUIS.

Thursday afternoon, December 8, in East St. Louis, Ill., another link was added to the chain which for the past 18 years has been lengthening and binding together not only the wives, but the

families of the Locomotive Engineers, in protection and fraternal love.

This Division makes its initiative bow with fifteen or more charter members, who have selected as a name that of one of our most lovable and faithful Grand Officers, Mrs. Harry St. Clair. Through the untiring efforts of Sister Dunn, who was elected President, St. Clair Division came into existence.

I feel very grateful indeed to Sister Dorsey, our third Trustee of Insurance, who came down from her home in Springfield, Ill., and so ably assisted in the organization, also to Sisters Start, Hans and Williams, of Divisions 50 and 306 of St. Louis, who so kindly assisted.

Following the organization the officers were elected and installed. A more enthusiastic set of officers would be hard to find. At the conclusion of the ritualistic work a short social session was held, cream and cake being served. The Divisions represented were 14, 50, 136 and 306.

While in St. Louis I was most comfortably cared for in the home of Brother and Sister Sweet's. We trust that this link, 342, will never grow rusty or disconnected; but why speak of this, knowing that in this Division is the metal which will make interest coincide with duty.

MRS. CHAS. SURSA, Organizer.

Notice.

A union meeting of the G. I. A. will be held in I. O. O. F. Hall, in Columbus, O., on March 14, under the auspices of Div. 52. The ritual work will be exemplified and fancy drills given, including the Installation Drill. Sister Murdock and other Grand officers will be present. All members of the G. I. A. are invited, and the Ohio Sisters especially urged to come to this meeting.

EDITRESS.

Study Club Program for March.

"Ho for the stormy cold March days!
Aye! There is nothing like them."

—Old Song.

Quotations—Verse of favorite song.

- "The real race suicide." "The White Plague."
References: Everybody's Magazine, May and June, 1904; McClure's, January, 1905; Munsey's, July, 1904; The World Today, January, 1905.
- The bloodless revolution of China.
Pearson's, December, 1904; Modern Women, July, 1904.
- The Dowager Empress a power in Russia.
Chicago Record-Herald, Jan. 25, 1895; Munsey's, May, 1904.
Books of reference on this subject:
The Awakening of the East. P. Leroy Beaulieu.

The Russian Advance. Hon. Albert Beveridge.

Russia and The Russians. Edmund Noble.

4. Marriage.

References: Harper's Easy Chair, February, 1905; The Luxuries of Children and some other luxuries. By Book—Edward Sangford Martin.

PART SECOND.

As this meeting will no doubt be held on or about the 17th of March, we outline the following study:

- Quotations—From Irish poets.
- Song—"The Harp That Once Through Tara's Halls."
- Character Sketch—St. Patrick.
References: Story of Ireland, by A. M. Sullivan, and Ancient Irish Church, by Rev. Gaffney; First-class Encyclopedias.
- Character Sketches—Daniel O'Connell and Robert Emmett.
- Song—"Wearin' o' the Green" (or clubs can make their own selection).
- Recitation—From J. Whitcomb Riley, or others.
- Song—"Kathleen Mavourneen." (Clubs make their own selection of Irish songs and impersonations.)

We do not wish our club members to confine themselves to the references cited in our programs, but use every means possible to add to their knowledge of the subject. Wherever an item in the dailies applies to the subject in hand, use it, by all means. Again, some of our clubs are so isolated that no public library is possible. In this case the Tabard Inn Library is available. It is what is termed a traveling library. Then each one in a club may take a different magazine. Much information can be gained by an exchange. Should it be impossible to secure references, the club may use its own judgment as to subject. Never let the interest flag for lack of work.

We are glad to receive encouraging letters from our club members. The subjoined is from Springfield, Mass. "Jolly Hard Workers" it is called, and rightly named.

A fine report comes from Fort Wayne, Ind. This will be published later.

All Secretaries of Study Clubs should send for blanks. But one report has been received for 1903 and 1904. Reports of clubs are to be made out for the term of eight months; this constitutes a year's work. Immediately upon the close of the "year," May 31, the report should be sent to the Chairman of the Study Club Committee. Blanks for this purpose can be had by applying to

C. E. CUNNINGHAM,

904 Wheeling St., East Toledo, O.

WEST SPRINGFIELD, MASS., Jan. 27, 1905.

To the Members of the Study Club Program Committee.

FRATERNAL SISTERS:

"He who will not when he may,
When he will shall have nay."

When your letter came I promised myself the pleasant task of replying at once to tell you about our little interested band of Jolly Hard Workers,

the name given to the few members of Div. 61 who represent the organized Study Club.

With many interruptions, time taken to prepare gifts for the holidays, November and December seemed to have passed in the twinkling of an eye.

As the subjects appear each month, I ponder on the many hours of thought spent in preparing them for the approval of the many readers all over the continent, and I think the Committee deserves recognition from us all, that they may be stimulated in their good work.

While perhaps the topics are not to the liking of all, yet I doubt if we could do better. Many require thought and study, but when we think of the world's accumulation of knowledge in science, art and literature, our free access to public libraries, our task is easy and the knowledge ours for the seeking.

We are not booming, but persevering. Our membership is eight, seven of the number belonging to the G. I. A., and a more interested, zealous band of workers it will be hard to find. Each subject is carefully studied before its presentation, and the members consider their time profitably spent even when they have been to some inconvenience to procure references.

Visitors manifest an interest which is evidence that they feel repaid for meeting with us. The one member who styles herself the 'laziest one' usually has pages of most interesting matter for our enjoyment. We always have quotations from some favorite author, and feel that each time we meet something is given us to hold in memory.

"I hold it truth with him who sings
To one clear harp in divers tones,
That men may rise on stepping stones
Of their dead selves to higher things."

May an awakened interest in all the Study Clubs be the manifest appreciation of your good work.

MRS. C. F. FLAGG, Director.

Division News.

THE members of Div. 293, Hoisington, Kan., who know so well how to take care of the social features that help the cause of our Division, gave a final banquet for the year 1904. It was held at the home of Mr. and Mrs. C. H. Young, who were the guests of honor. For elegance and good taste it was rarely surpassed. It was commented upon as one of the social events of the year.

Now for the year 1905. Well, we have entered upon it with our re-election of the same officers, enjoying each other's pleasure and bearing with one another's faults. If love is to flourish in our Division we must each be slow to take offense, and not only willing, but glad to pardon at the first and faintest sign of penitence; still more, to overlook entirely the sin which has been a blunder or an accident. Life and love are in a great part the art of bearing with other people's shortcomings. Someone has wisely said that scarcely a novel was ever written which could have run to the end if the hero and heroine had been fully frank with one another.

Much may be forgiven to those who loved much

by those who return such affection. The slate should be wiped clean, and transgression be as though it had never been.

A Happy New Year to the dear old JOURNAL, the ENGINEERS' JOURNAL, I mean, one of the best JOURNALS published. Let every member of the G. I. A. worthy of the name read it during 1905.

M. H.

AS WE have not overburdened you with news from Centennial Div., 221, Nashville, Tenn., and having allowed several functions to be disregarded, will mention our latest and best I believe

On January 2nd, the Auxiliary entertained in the form of public installation. Some 200 invitations drawn from the married and unmarried element were given. Our hall is superb in its settings and formed a fitting background for such a representative gathering.

Several Brothers made interesting talks, which were encouraging, complimenting the Sisters on their fine interpretation of the work, saying the B. of L. E. did not engage in one gotten up so well and executed so faultlessly.

Brother Courtney, of Div. 473, possibly made the best talk; knowing our principles he added, "That did well for the Brothers, for they needed them; but the Sisters' principles should be love." And if we possess love our grand old G. I. A. need fear nothing, for love constraineth us to forbearance, humility, etc.

Our President, in a graceful manner, responded feelingly, thanking them for the high esteem in which they held the Auxiliary. The new officers presented their President with a beautiful bouquet of carnations and ferns.

A brilliant program was given which reflected great credit upon the participants, most especially in the recitations of little Misses McGriff, Misses Hadder and little Miss Myrtle Carter. These lassies were loudly applauded.

Sister Bower's little girl, only nine years of age, possesses a rare voice and sang almost divine. She favored us with two selections.

After the program a banquet was tendered the guests who were seated at beautifully decorated tables whose color scheme denoted red and white effect. A tempting menu was served, and I think each guest declared it a success, to be repeated in the near future.

MRS. D. W. THOMPSON, Cor. Sec. 221.

DIV. 53, of Minneapolis, Minn., has just finished a successful year. Many were the entertainments and parties given, not the least of which was the Blue Jay social and country store. It was a kind of humbug, but P. T. Barnum has said that the people like to be humbugged. Any way all who patronized the country store got their money's worth. Sisters Whitchurch and McLane were dressed as country girls and attended to the store. They certainly looked green and fresh, but proved to be capable salesladies.

Like all Divisions we have had our afflictions, but Time, the great healer, has come to our rescue and all are now well again. We made very little change in our officers at election time; our meet-

ings are always pleasant, therefore we enjoy them.

This Division has a policy of never looking for trouble, and consequently we never find it. We are starting the year 1905 with a determination to do better than ever before. SEC. 53.

Div. 268, Colorado City, Colo., at their regular meeting Jan. 10, had a pleasant diversion in the form of installation of officers.

The newly-elected President, Sister Dibble, in a few well-chosen words presented the retiring President, Sister Pack, an elegant silver chocolate set. The gift was from the Division in appreciation of her faithful services. Sister Pack will be remembered as delegate to Los Angeles and already possesses a Past-President pin.

Our Division is here in sight of Manitou, the Garden of the Gods, and the everlasting, rugged mountains. We can step to our doors at any time and see old Pike's Peak, generally snow-capped, standing like a sentinel over us. With such romantic surroundings how can we help being happy, healthy and harmonious?

But to come down from the heights, I must tell you that after our installation we partook of refreshments, and after a social time well spent we adjourned. MRS. DAN PHELAN.

As Mistletoe Div., 181, Denison, Tex., has not been heard from lately I would like to ask for space to tell of the pleasant time we had at our installation. We held our regular meeting Jan. 11, at 2 P. M. and at 3:30 P. M. we opened our doors to the Brothers and their families and had our installation. Our Grand Officer, Sister R. W. Mays, acted as installing officer. Our President, Sister Oland, was re-elected, as were most of the officers. Our musician, Sister Bevan, who has served us so faithfully for the past five years, was presented with a cut glass creamer and sugar bowl, as a token of love and appreciation. After installation, we had a delightful program of songs and piano selections by daughters of our Sisters and Brothers, and a speech by our Grand Officer, after which all were invited to the banquet room, where a turkey dinner was served. The Brothers of Denison Div., 177, recently presented us with a beautiful assortment of dishes and silver, and this occasion afforded us an opportunity of showing the usefulness of the gift and our appreciation of the same. A pleasing feature of the banquet was the toasts given and responded to by Div. 177 and Mistletoe 181. After several pleasant hours spent together, we separated feeling that all were well paid for braving the weather, which was very cold and rainy, to carry out the program prepared for this day. SEC., 181.

Div. 12, Chillicothe, O., held, Thursday evening, January 26, at the B. of L. E. Hall, a public installation of officers for 1905, to which we invited a few friends and members of B. of L. E. Div. 65 and wives. This was our first effort at anything of this kind for the public, and I think you would have said we did well. I believe we rather surprised ourselves. All made an effort to do credit

to Div. 12, and I believe we succeeded, as all present praised our work and thought it beautiful.

We had quite a good year in 1904. We made on entertainments about \$116 for our treasury, took in eight members, and some of the old ones had their interest renewed. All of the old officers except two were re-elected, and we are hoping for a good year again this year. Of course, we are still a small Division. We enroll 31 members, six of whom do not reside here, and there are always a few who will not take an active interest. I suppose it is so with all Divisions.

Sister Cassell, if you can find room for mention of this in the JOURNAL I think it may please and encourage us, and we would be pleased at any time to receive visits from our Grand Officers who can find it convenient to come. SEC., Div. 12.

Div. 284, Battle Creek, Mich., had a most enjoyable time at the close of their regular meeting, January 12. At this time the officers were installed in the presence of a large gathering, composed of the families of the members, who had been invited for the occasion. After the ceremony a fine banquet was served, Mr. M. J. Jones acting as toastmaster in his own pleasing manner. A splendid program of vocal and instrumental music and readings was thoroughly enjoyed. These good times once in a while are both pleasant and profitable, as it brings our families in closer touch one with the other. PRESS COR.

Div. 205, Neodesha, Kan., has had a few pleasant gatherings the past month, and I send the account that you may know how we stand in the way of good-fellowship.

Sister R. G. Woods, of Wichita, formerly of Neodesha, has been visiting her many friends here, and was given a very pleasant surprise at the home of Brother and Sister M. W. Lansdown. The ladies took refreshments with them and made a nice spread, which all enjoyed. After a pleasant evening with different games the guests departed at a late hour.

On January 23 Sister Baker invited the Sisters, with their families, to surprise her husband. And he surely was surprised when he came home and saw the house full of people. He soon discovered that the invasion was made by friends, and that his home was to be the scene of a social gathering. Sister Baker served a nice lunch. Cards and conversation were the pleasures of the evening, and it is needless to say that every one enjoyed the hospitality of the hostess. COR. SEC.

THE Ladies' Auxiliary to the B. of L. E., Clinton, Ia., had its annual banquet and installation of officers last month in the B. of L. E. Hall. The rooms were well filled with the members of the Auxiliary, members of the Brotherhood and invited guests, which latter included a goodly number from Boone, Ia.

After an elaborate two-course supper the officers were installed. Mrs. Robert Primrose acted as installing officer and Mrs. C. E. Goodwin as marshal of the day. The work of the ladies was well done and elicited many compliments. After the

installation Mrs. Goodrich was presented with a beautiful souvenir spoon as a token of the appreciation of her services the past year. The majority of the officers of the Auxiliary were re-elected for this coming year.

The B. of L. E. rooms were prettily decorated for the occasion with bouquets of carnations and pink candelabra, the use of the Auxiliary colors adding to the beauty of the decorations.

Mrs. Claude Easterly furnished the music for the social hour, and the most enjoyable evening closed with songs and music by Mr. and Mrs. Will McNicholl.

H. P. G.

Div. 102, Evanston, Wyo. Now it is our turn; we have been quiet long enough. We have not been rusting all this time, but quietly sawing wood. The most pleasant time we have had lately was on November 11. About twenty B. of L. E. members and their wives quietly gathered at Brother and Sister Gunnell's at 8 o'clock and proceeded up the hill to Brother and Sister Baker's to give them a little surprise in honor of Brother Baker's 40th birthday, and also, the Brothers wished to show their love and appreciation of Brother Baker's untiring efforts and faithful work as Chief of Div. 136 for eight years past, and re-elected again.

A handsome leather rocker was presented to him during the evening, Bro. Al Coey making the presentation. Brother and Sister Baker showed their appreciation immediately by both trying the chair at once, but the chair was strong and no damage was done.

During the evening some pleasant music was listened to, and last but not least came a delicious supper, which was not slighted by any one.

About midnight we departed for our homes, wishing Mr. and Mrs. Baker many returns of the day.

MRS. CLAUDE LINSLEY,

Sec. Div. 102.

It is a long time since Carnation Div., 246, Joliet, Ill., has been heard from, but we want you all to know that we are still alive and prospering.

On the evening of Jan. 9, we held our annual installation of officers at which there was a large attendance of members with their husbands and friends. We first listened to a fine program composed of vocal and instrumental music and recitations. Then came the ceremony of installation, Past-President Sister R. S. Russell acting as Installing Officer, and Sister J. H. Haggart as Installing Marshal, to whom much credit is due for the efficient manner in which they performed their duties. This being over we marched to the dining room where we found a bountiful supply of good things to eat, and from the way they disappeared I think the engineers' wives sustained their reputation of being good cooks. The remainder of the time was spent in dancing, and when at a late hour good-night was said, all voted they had had a most enjoyable evening and hoped to have an invitation to come again next year.

Twice a month (usually Wednesday afternoon) luncheons are held at the homes of our members. The time is spent in playing cards and having a

general good time. Refreshments consisting of coffee, sandwiches, pickles and cake, are served, when a plate is passed around and each one is expected to pay a dime.

We also give a euchre party every other Monday night, and to say that everyone enjoys these parties is putting it mildly, which is proven by the good crowds we always have. Euchre is played till about 11 o'clock when prizes are distributed and refreshments served; there is only one thing we regret and that is the time passes so quickly.

So you see we are doing something all the time to better our Division, both in a social and financial way.

Our meetings are interesting and the attendance good; nevertheless, there is always room for improvement.

With best wishes to all G. I. A. Divisions for a successful and prosperous year.

COR. SEC'Y.

THE ground was covered with snow and ice and you had to keep in the middle of the road to walk. Cold like we seldom have in this country. It took a brave woman to venture out of doors, but nevertheless you could see from all directions members of the G. I. A. all headed for their hall in Springfield, Mo., Jan. 12. It was installation of officers. Although it was so cold and dreary without, it was bright and cheerful within. After the regular routine of business President Noleman declared all offices vacant. Sister Beckerleg was installing officer and Sister Chas. Dubuque, marshal. Both did their work in a pleasing manner. All the old officers were re-elected and hope they will have the support of the whole Division. Sister Noleman has filled President's office for five consecutive terms and has been our delegate to the last three conventions, which shows her popularity with Div. 84. Being conscientious and kind to all and regular in attendance she deserves the honor.

After the meeting the members of the B. of L. E. Div. 83 were invited to partake of lunch served by the social committee, which was done with credit to the ladies. All did justice to the same and had a jolly good time, as we were fortunate enough to have quite a number of the boys with us, and it is so seldom we can get them. Those present were: Bros. W. A. Noleman, C. E. Div. 83; E. V. Horner, present sheriff of Greene county; Chas. Dubuque, J. Moran, Robt. Shaw, Wm. Price, F. P. James, P. Moore and Chas. Rhode. All voted the time too short and went home hoping to meet again soon.

On Wednesday evening, Jan. 25, Div. 84 gave a farewell reception at the home of Brother and Sister F. E. Gano, in honor of Brother and Sister G. W. Smith, who leave for Spokane, Wash. The evening was spent pleasantly and socially. An elegant luncheon was served and much enjoyed by all. At a late hour when good-byes and good-nights were said all departed wishing Brother and Sister Smith God-speed in their new home.

We have made it a rule in our Division to take up a penny collection at each meeting for a flower fund. When one of our Sisters is sick we use this money to purchase flowers to send to her. All who have been recipients seem to appreciate them. We also have a social fund. We pay 10 cents per month, the proceeds of which we use for refreshments when we have initiation or socials at any of the Sisters' homes. We find this way so much better than soliciting among the members, and we always have plenty of money on hand. We have a committee to collect and it serves for three months.

VERITAS, Div. 84.

Div. 176, Chattanooga, Tenn., gave a public installation on January 11. We have been congratulating ourselves ever since because we did so well, as it was our first appearance in public as an Auxiliary. We think our Brothers were pleased and surprised, and there were ten of them there, so many more than usual, that the surprise was ours a little.

After the installation we had a short musical program. Sister Hulse's niece gave us a violin solo and Sister McCollun a very beautiful piano solo. The others who helped in the program were friends of the Division. We all thanked them heartily. Last but not least were the refreshments, which were enjoyed by all.

There were 150 present, ever so many who had only heard of the Auxiliary. They were surprised that the floor work was so beautiful. The ladies wore black skirts and white shirtwaists, with pink carnations, making it so much more impressive than if they had worn different costumes.

We hope to have something else to report to the JOURNAL before long.

Mrs. W. T. CAREY.

It is not often you hear from Div. 486, Allandale, Ont., but we are silently working hard all the time, and have added a large number to our order the past year. February 2 being the anniversary of our organization (just thirteen years ago), we thought our new members could not get acquainted better than by having an at home. Our hall not being large enough, Bro. George Cummings kindly offered his commodious home for the occasion. Just Brothers' wives and sweethearts were in attendance. If any of you were ever entertained by Brother and Sister Cummings you will have a faint idea of how all were taken care of on the evening of February 2. Three of the oldest engineers on this division were there, Brother Tennell, Bro. Alex. Clark and our host, Brother Cummings. Cards, games and music were plentiful. Oysters were in abundance, as were all other good things.

The at home was made more interesting by a feature some of us have not yet seen, but hope to—the silver wedding day of Brother Logue and wife. Brother Cameron gave an address, in which he asked Brother and Mrs. Logue to stand up, which they did, when they were presented with a beautiful present suitable for the occasion, Brother Cummings making the presentation.

The hours were beginning to get small, so the time came to break up, which all did, expressing

themselves as having had a most enjoyable time. Come again, Geordie.

N. CLARK, Div. 161, G. I. A.

G. I. A. Voluntary Relief Association.

TOLEDO, O., March 1, 1905.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members of the Association, and for the payment of these claims you will collect 75 cents from each member carrying one certificate, and \$1.50 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for same was dated later than January 31, 1905.

ASSESSMENT No. 198.

Died Jan. 15, 1905. Sister Eunice Ryan, aged 62, of Div. 47, Newark, O. Cause of death, fatty degeneration of heart. Carried two certificates, dated October, 1890, and September, 1893, payable to Mary A. Bounds, daughter, and John A. Ryan, husband.

ASSESSMENT No. 199.

Died Jan. 26, 1905. Sister Ann E. Hassler, aged 69, of Div. 20, Allegheny, Pa. Cause of death, catarrhal asthma. Carried two certificates, dated July, 1894, and February, 1898, payable to Albert Hassler, son.

ASSESSMENT No. 200.

Died Jan. 26, 1905. Sister Ruth E. Funk, aged 55, of Div. 246, Joliet, Ill. Cause of death, pneumonia. Carried two certificates, dated May, 1900, payable to Edgar Funk, husband.

ASSESSMENT No. 201.

Died Jan. 30, 1905. Sister Agnes L. Miller, aged 43, of Div. 112, Philadelphia, Pa. Cause of death, shock from operation for ovarian abscess. Carried one certificate, dated August, 1904, payable to David I. Miller, husband.

ASSESSMENT No. 202.

Died Feb. 19, 1905. Sister H. O. Whitney, aged 36, of Div. 96, Chicago, Ill. Cause of death, carcinoma of liver. Carried one certificate, dated February, 1904, payable to H. O. Whitney, husband.

ASSESSMENT No. 203.

Died Feb. 1, 1905. Sister Sarah C. Birkhimer, aged 42, of Div. 15, Sedalia, Mo. Cause of death, double pneumonia. Carried two certificates, dated January, 1904, payable to Delaphene Birkhimer, adopted daughter.

Members will pay their Insurance Secretaries on or before March 31, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must forward to General Secretary and Treasurer not later than April 10, or stand delinquent till remittance is made.

Assessments Nos. 201, 202 and 203 will be paid from the Assessment Fund.

Members in good standing Dec. 31, 1904, forty-eight hundred and thirty-one in the first class; and two thousand and seven in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

M. L. ROBERTSON, Gen'l Sec'y and Treas.

● ● Technical ● ●

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Air Pump Failures.

BY R. H. BLACKALL.

[A brief synopsis of a paper read before the Northwest Railroad Club by Mr. W. Parnell, of the C., St. P., M. & O. Ry.]

There is now some discussion as to whether it is a violation of the Safety Appliance Acts for a train to be taken beyond the first side track after the air pump has failed.

The failures are given under the head of complete and partial. Under the head of the former are loose air pistons due to nuts coming off from the rod, the end of the rod breaking or cutting its way through the piston. These failures are not due to improper construction, and cannot be prevented by any special form of lock nut or kind of steel in the rod. Improper repairs and poor tools are responsible for these failures, also lack of proper repair parts. As most of these improper repairs are made in round-houses, he believes in keeping this work to a minimum outside of the shop.

Hammering the end of the rod to remove the piston tends to fracture the rod. This practice is considered inexcusable. The use of a set in tightening nuts has the same effect. The use of nuts that do not require to be drawn is a source of loose nuts in service.

The next most frequent defect resulting in failures is loose reversing plate cap screws. Some roads have done away with this trouble entirely by the use of a lock nut.

The brass air valves used formerly broke occasionally and worked into the air cylinder, where the piston would strike it, causing the rod to be bent. This seldom occurs with the new steel valves. Steel valve seats in use at present should be moved to the receiving valve side, where the conditions can be met more satisfactorily by the brass. Steel seats should be

used exclusively on the discharge side of the pump.

Some few failures have also come from the bending of the reversing valve rod. This happened more particularly before these rods were case hardened.

Under the head of partial failures come those cases where the pump is unable to supply the proper pressure, thus causing a shortage of air, stuck brakes, and detentions, as well as reducing the safety of the train. The causes for insufficient air supply, aside from the conditions that may exist on the train, are loose air piston packing rings; leakage by the piston rod or back into the cylinder from the main reservoir. The leakage by the rod is generally due to the packing giving out, and in the case of metallic packing this is generally due to a poor design or absence of proper lubrication. The leakage by the valves, particularly the discharge valves, results in excessive heating, destroys lubrication, and, therefore, produces rapid wear as well as greatly reduced efficiency.

There is almost as much necessity for the automatic lubrication of the air cylinder as there is for the steam cylinder.

The suction opening, or strainer of the pump, is greatly neglected, and is often responsible for the lack of air. There seems to be a call for a larger strainer, and one that will catch the fine particles as well as the coarse, and prevent them from entering the pump.

A test in the East showed that a strainer, no dirtier than those frequently met with, required the pump to make 628 strokes and a time of 4 minutes and 8 seconds to acquire 100 pounds pressure on the engine. With the strainer removed, but 540 strokes and 3 minutes and 30 seconds were required to obtain the same pressure. In winter, engineers should watch carefully to guard against frost accumulating on the strainer and causing similar stoppage. Such accumulation is most liable where there is rising steam and when certain atmospheric conditions prevail.

It is believed that with the high steam pressure carried today the pump may be

run at such a speed that proper economy may not be derived, and some roads have adopted means, such as restricting the steam opening, so that the speed will correspond with that on engines where the steam pressure is but 140 pounds. This he considers proper practice, as it increases the life of the pump, and because there was never any objection raised in the past to the speed of the pump being too slow on account of the low steam pressure. Some roads limit the speed of the pump to from 130 to 140 single strokes to the minute. The objection to choking the supply is that the speed might be reduced too much in case the steam pressure became depleted; it is thought that the gains much more than offset any slight losses.

It is recommended that the Duplex Main Reservoir Regulation, shown in Bulletin 12 of the W. A. B. Co., be used, as it is a great help in train handling, and that it increases the life of the pump.

Two 9½-inch pumps are preferred for freight service to one 11-inch, and it is considered most desirable to have a main reservoir of large capacity.

The following is given as a good test to determine whether a pump is in good condition:

With the pump working against full pressure, note whether there is any tendency to stop when the pump is uncontrolled by the governor, and whether there is any unusual click or pound. In the absence of these, open the oil cup on the air cylinder and regulate the speed to 30 single strokes per minute; then note whether any air escapes at the oil cup or not on the down stroke. Any such blow indicates serious leakage by the packing rings or back from the main reservoir, as moderate leakage would cause no blow, owing to the space which must be filled as the piston descends. To complete this test, next stop the pump, and when the piston is at rest note whether there is any blow out of the cup. Any blow at this time is back leakage from the main reservoir, and is thus distinguished from back leakage by the piston packing rings. In addition to the foregoing it should be

noted whether the pump strokes are equal before the oil cup is opened.

A defective air cylinder will be noticed by the observing man without the necessity of a test. One sign of a bad order pump is a suction over but a portion of either stroke, or both, when the pump is working slowly against full pressure, or where it blows back through the receiving valves. These should be determined by listening at the suction, and not by covering same with the hand, as this is an unreliable method of seeking for defects. Other signs of bad order are an unusual click or pound, uneven strokes, the pump stopping occasionally when not controlled by the governor, a silent working pump, or one showing signs of heating by a burned appearance about the discharge valves. Sticking air valves should always be cleaned before trying to make any tests.

The discussion following the paper showed a sentiment favorable to the use of two 9½-inch pumps on an engine.

The idea of using one 9½ and one 8-inch pump did not meet with much approval, owing to the necessity for using different fittings with the two types, and from the general observation that the larger pump was much easier to maintain. The use of two different sizes of pumps would also necessitate the use of a choke in the steam pipe to the 8-inch pump; otherwise it would operate faster and do much more than its proportion of work.

The impression also prevailed that two pumps should be used, in order to meet the Interstate Commerce Law in case one pump should fail on the road.

Owing to pump failures, pump work has been stopped entirely in the round-house on the W. C. Ry. and a decided improvement has resulted.

On account of the pump on the left side being out of sight of the engineer, it was believed that the pump wore out faster and needed more repairs than did the one located on the engineer's side.

The great neglect of the pump strainer was touched upon, and cases cited where the strainer had been found broken in with a coal pick when the pump would

not compress air in sufficient quantities.

The oiling of the air cylinder received considerable attention, and the very general opinion prevailed that best results were obtained from a regular oiling of the air cylinder by a separate oil cup. Valve oil should be used.

The discussion brought out the point that the vent port of the governor being stopped up might be considered as a partial failure, since in this case the pump was very slow in starting to work.

QUESTIONS AND ANSWERS.

Q.—M. W. B.—Some of the boys have been having considerable discussion lately about some trouble a couple of them had with a straight-air equipment. The engine was a switch engine, and also had the automatic brake. They both say they didn't have the trouble when the straight-air was added, but that once in a while now they have trouble with the brakes sticking while using the straight-air. We naturally think the trouble is with the straight-air, as no trouble was had before it was put on. Can you tell us what would make the brake stick? It would go off all right if the automatic was used and then released, and then the trouble would not happen again the rest of the day.

A.—Your statement that the trouble was on a switch engine is the key to the difficulty. The pump on this class of engine is often about as poor as can be found because many times it is not required to do much more than to supply enough air to operate the driver and tender brakes, and is therefore permitted to get in a very dilapidated condition. Suppose this to be the case on the engine in question, and that the straight-air brake was being used with especial frequency, and that all excess had been done away with. In applying the straight-air the next time the pressure in the main reservoir would be drawn below that in the train pipe, and the pressure in the train pipe would flow back through the brake valves into the main reservoir, thus reducing the pressure on the train pipe side of the triple piston. This would cause air to pass from the auxiliary reservoir through the pipe to the double check and on into the brake cylin-

der. When the straight-air brake valve handle was moved to release position, the air that was between the triple valve and the double check valve would cause the check to shift and block off the exhaust through the straight-air valve. The brake would be stuck and might not release even if the automatic valve handle were moved to release position, as there is no excess pressure, or at least very little, at this time. A reduction of train-pipe pressure with the automatic valve would set the brake harder and at the same time give an excess of pressure in the main reservoir over that in the train pipe. Upon moving the automatic brake valve handle to release position again, the brakes would release, and as the pump had gained a little excess pressure in the meantime, a recurrence might not be noted until such time as the straight-air was again used with a frequency sufficient to do away with the excess.

Another combination of circumstances could also produce this same action:

Suppose the engineer was using the automatic brake and, in releasing, the brake valve handle was left in release position, and at the same time he started to use the straight-air brake. If the automatic brake valve was left in release position too long the auxiliary reservoirs would become overcharged. When the brake valve handle was returned to running position, one feed groove, taking air from the train pipe faster than the other, and perhaps assisted by a leak, would tend to cause the other triple to respond and the brake to apply harder on the engine or tender, on both of which the straight-air was already applied. When the straight-air was released the brake would stick on either the engine or tender, according to the one in which the triple had responded, and the brake would stick from the same action of the check valve as described in the first set of circumstances. The brake could be released in the same way as before, by first making an application of the automatic brake and then placing the automatic brake valve in release position.

In all probability the first case described is the combination of circumstances which

resulted in the action which you described.

Q.—G. F.—On the road where I am employed we haul trains that are mostly all air, and we have all the way from 40 to 100 coupled up. I don't know whether it is imagination or not, but I have the idea that a five-pound reduction on the train-line will not give as much holding power as I usually get for the same reduction on a train of 50 cars. I know that the total braking power is greater on the longer train in comparison with that on the shorter train, but what I mean is that the same reduction won't stop the train so quick if they are both going at the same speed. The only reason I see why this is so is because it doesn't take so long to make any certain reduction on a shorter train. This would give the braking power sooner but doesn't account for all the differences that there seem to be. Is there any other reason for this besides the one given?

A.—One of the instructions always given, covering the handling of air freight trains, is that it is not advisable to make an initial reduction of less than five pounds, and this should be increased as the length of the train increases. It is not considered good practice to make less than a seven-pound reduction on a train of 50 cars if it is desired to obtain all of the brakes, and even then all on the rear of the train may not respond. The reason for this is that, as you stated, the longer the train the slower the reduction, due to the fact that the volume of air which the brake valve must handle is greatly increased as compared with that which must be handled on a train of 10 cars. This being true we know that there is a much greater chance for the auxiliary reservoir pressure to feed back into the train pipe, thus tending to permit the train pipe and auxiliary reservoir to remain equal, in which case the triple pistons would not respond. If the triple valve does respond, it will act slowly and the air which feeds from the reservoir to the brake cylinder will flow correspondingly slow, and there will be a strong tendency for a large amount of air to pass

through the leakage groove. This loss of air means that the braking power will be reduced according to the amount of air lost and, if sufficient, will permit all to escape; the brake in this case would not apply.

If there is this radical difference between a train of 10 and one of 50 cars we can readily see that the conditions will be still more aggravated on a train of greater length, especially on a train of 100 cars such as you cite.

A reduction of five pounds on a train of 100 cars will have comparatively little effect, and what you thought happened certainly did.

With brakes in first-class condition a ten-pound reduction on a train of 100 cars will not apply more than 60 brakes, and a reduction of fifteen pounds will not apply more than 81 brakes. This is the result of reductions made with freight equipment of the eight-inch type, and the number of brakes that would apply in a 100 car train of ten-inch equipment would be even less than this, since the feed grooves in the larger triple used with this equipment would permit even a greater feed from the auxiliary reservoir back to the train pipe. Not only this, but there would be a still larger volume to feed back; the more air that feeds back the greater the volume that must escape to the atmosphere through the brake valve, and the slower the response of the brakes.

Q.—B. H. D.—I want to get a little information on the way they put the pipe on engines where two pumps are used. The one I am running has two pumps and they seem to be putting two on all of our big engines that come. What I don't understand is why they use the same size steam pipe that they do when they use only one pump. I can't see the use of putting on two pumps when they don't give them any more steam than they do the one pump. Where does the gain come with them piped this way? Why don't they use a pipe that will carry twice as much steam as the pipe used with one pump?

A.—One reason for the method you outlined is that, so piped, the engineers can-

not abuse the pumps by opening the steam throttle and permit them to race. With but one pump in use on an engine, and the same size of steam pipe as used with the two, an engineer can run it at such a speed as will cause it to overheat, burn out the oil, and wear out much faster. This is especially true where engineer uses poor judgment and where the train pipes are neglected to such an extent that it is necessary to work the single pump too fast to overcome the leakage.

With two pumps on one engine, and connected to the one-inch steam pipe, 60 per cent more air can be compressed without any danger of the pumps becoming overheated. The life of the pumps will be correspondingly increased.

In order to limit the speed of a single pump on an engine some roads have adopted the practice of putting a choke in the steam pipe, so that a safe speed can not be exceeded. This, as you realize, might be objectionable under certain conditions.

The use of the two pumps practically does away with engine failures due to the failure of one pump.

The feeling in regard to this matter is covered in the synopsis of a paper on this subject read before the Northwest Railroad Club which appears in this issue.

Q.—L. G.—Can you tell me what share of the weight of a car is used as braking power, that is, how does the pressure of the brake shoes against the wheel compare with the entire weight of the car?

A.—This is commonly referred to as the percentage of braking power. In passenger service the braking power very generally used is 90 per cent. In freight service the percentage is 70 per cent. As a rule, but in special cases it is as high as 90 per cent. This latter figure is seldom exceeded in cars that are subject to interchange. In special cases where the grades are very severe, and where the cars are generally all light or all loaded, as high as 130 per cent is sometimes used. This extreme of braking power is seldom employed except on roads where ore is handled almost exclusively, and where the cars are not subject to interchange.

Where such conditions exist the cars are generally very light in weight as compared with the heavy loads they carry, and it is necessary to increase the braking power in order to obtain adequate retarding power. The necessity for this high percentage of braking power is better realized when we consider that with a 100,000 pound capacity, car weighing 40,000 pounds empty, and having a braking power of 70 per cent of the light weight, the braking power is reduced to approximately 17 per cent of the total weight of the car and contents when loaded. In speaking of the braking power on any vehicle the power exerted refers to the total brake shoe pressure against the wheels when there is a pressure of 60 pounds in the brake cylinder.

Engine Failures.

J. W. READING, Div. 286.

GRAND RAPIDS, MICH., Feb. 6, 1905.

EDITOR JOURNAL: The articles from Brothers A. M. Cousins and J. E. Henley, published in December, 1904, JOURNAL, relating to the cordial feeling existing between the management and the engineers on the N. & W. Ry. was decidedly good news. The officers of the above-mentioned line have certainly struck a very essential keynote in their desire to bring about better results in their locomotive management, and the Brothers on that line should feel proud of their G. C. A. and the management that extended so much courtesy and other evidences of their good-will.

It would be great and good news to know that the managements of other lines were adopting the plan introduced by the officers of the N. & W. It certainly would be cheerful news to hear that those in authority on the various lines of railways had decided to meet upon a common level the rank and file of the engineers in their employ and in a friendly way discuss best methods for better service. This evidence of friendly consideration should inspire every right-thinking engineman to put forth his very best efforts to improve the service.

Engine failures are by far the most serious thing the management of a railroad has to contend with, at least as far as the everyday routine of business is concerned, and any discussion in our JOURNAL that will educate our members in a practice that will help bring about better results would be appreciated by our employers and bring lasting benefits to our Brotherhood at large.

The discussion of engine failures should not be confined however to leaky tubes, and otherwise defective boilers, but to every cause that has the effect of delaying traffic by complete or partial engine breakdowns.

The engineer that tries to excel, who tries to "get out of the rut" and be a leader, a man that is careful, thoughtful and consistent at all times, one who reads and profits by the experience of others, is the man who will have the smaller number of engine failures charged against his record. Time and space will not permit going into extensive detail of the many causes of engine failures, but with the kindly permission of the Editor the writer will endeavor to show wherein the competent, earnest and thoughtful engineer, one that makes a studied effort to give to his employers the very best service at his command, has been in the past, and will continue in the future, to be the man whose labor is appreciated, and the one that can successfully eliminate, or at least help to eliminate, some of the many causes for engine failures.

In this article it is proposed to depict the course of the skilled engineer from the time that he reaches the roundhouse until his return from a round trip over the road.

By way of digression will say that it is not expected that every locomotive man will coincide with the views of the writer, and whether they do or not discussion on the subject for or against is solicited. The Technical Department of our JOURNAL welcomes anything that will tend to enlighten its readers.

The engineer who makes a study of his profession and is willing and anxious to give good service will be at the round-

house in ample time to carefully inspect his engine and strive to do the best he can should any unfavorable conditions confront him. If possible he will go under his engine and examine carefully eccentrics, links, truck frame, springs, cellars, brasses and any other portion not mentioned liable to defects.

(Right here is where the critic will get in his work by saying we have an engine inspector for that work; he is paid for it, we are not, etc. It may be true that engine inspectors are employed, but it is a fact that no one man is liable to discover all defects, and the writer's experience has been that the men best fitted for inspectors are not the kind that are employed generally.)

After a careful inspection of the machinery, etc., under his locomotive the competent man will perform a like duty from the outside. He will note particularly the condition of the waste on top of the driving boxes, examine all rod, guide, piston and valve stem cups; he tries for loose nuts and otherwise notes particularly condition of rods and guides. He will give the tank a like inspection looking for defects in the tread or on the flange of the wheels and will always look closely for any evidence that would indicate a wheel loose on axle. He will lift the covers of journal boxes, note condition of lubrication, brasses and wedges; he does this latter work knowing that roundhouse men have been looking after the tank journal bearings, but his "bump of caution" prompts him to know positively. This man whom we have taken for our model will be sure to note the amount of water in the boiler and will get his information from the gauge cocks; he will never leave the roundhouse without seeing that the flue, side, and crown sheets are in condition for service; the condition of grates will be carefully considered; both injectors will be tried. He will not open the throttle of his air pump until he has put a small amount of good oil in the air cylinder, also oiled swab that lubricates piston between steam and air cylinder of the pump. He will open the drainage cocks on steam chamber of pump, after

which he will just break joint in air pump throttle giving pump a chance to get rid of condensation and warm up slowly. He knows that a pump needs more lubrication when first started than at any other time and consequently he gets his lubricator working and for a few seconds allows oil to feed quite freely. He will not only feed oil a little freely into his air pump at the start, then feed to valves and cylinders as soon as condensation has been blown out.

Our skilled man when oiling around will have engine placed so that he can oil each shoe and wedge and do it right. He will be very particular to know that his eccentrics get their lubrication, and will never put oil on the sponging on top of a driving box that has got so hard and packed from cinders and dirt that oil cannot penetrate the mass; if he does nothing more he will raise the waste and try to get the oil where it will find its way to the oil holes and thence to the top of journals where it is wanted. This skilled man knows that many an engine delay and failure has been caused by hot journal bearings that were caused by excessive friction between hubs and boxes of both driving and truck wheels and he never oils at any time that he does not put some oil between the parts named.

Our competent engineer will not forget that there are oil holes in both ends of the reach rod and also at the bottom and top of the reverse lever; he knows that it will make a vast difference in the heavy labor performed in a heavy switching service; he has found out by experience that where engines are in a pool that these latter named oil holes might as well not be there as far as a great number of his brother engineers are concerned, and he would have no trouble in getting this information could he hear the reverse lever clatter which soon is in evidence where oiling the parts in question has been almost entirely neglected.

This competent man wants his air pressure pumped up so that he can look for leaks and make a roundhouse test of both his tank and driver brakes. He wants to know something about the piston

travel, condition of shoes and leverage, and will be sure to make a service and emergency test of the driver brake.

Having now reached a point where our model engineer is about to get out of the roundhouse we will leave him for a time and consider the antagonism of our critics. We can imagine that they are saying "no engineer can find time to give so much attention to his engine. A man would have to show up about five hours before he went out to accomplish it all and besides we don't get paid for it." We can also hear them saying that "if defects needing repairs are found and the transportation department was in a hurry for the engine the engine would have to go out if in the opinion of the roundhouse foreman she was safe for another trip." They would argue that "work already reported had been crossed off as not necessary and that men were fools to bother their heads about work when the roundhouse foreman pitted his judgment against theirs and allowed the work to go undone."

In the opinion of the writer a careful inspection of a locomotive can be made in anywhere from forty minutes to an hour and there is not one minute of an engineer's time more valuable to himself than the time he consumes in trying to find out whether his engine will stand up for the round trip. Every engineer has had more or less experience in disconnecting and doing other disagreeable work in breakdowns, and it can be said without fear of contradiction that every engineer who has seen a reasonable amount of service, and has taken time to inform himself of the conditions before leaving the home terminal has on various occasions prevented for himself not only the labor of the disagreeable work necessary in breakdowns, but has saved himself the odium of an engine failure. Further on in this article we will endeavor to make plain the manner in which our model engineer handles his engine while out on the road, and we will not forget to tell you the course he pursues when the work he reports is considered unnecessary, or allowed to go for another trip.

(To be continued.)

Electricity—Magnetism and Induced Currents Simple Dynamos.

BY ELWOOD A. GRISSINGER, E. E.

If we take a bar of iron and wind around its length a number of turns of insulated wire and then pass a current of electricity through the wire, the iron becomes a magnet and is capable of evidencing all the phenomena of permanent magnets, which were discussed in the preceding paper. In addition, however, a magnet so produced has the decided advantage of regulation within the limits of its saturation; *i. e.* its strength can be varied from zero magnetism to its full strength. Permanent magnets have a certain fixed strength of field, which is always practically the same and cannot be altered in the ordinary way. A magnet formed by passing a current of electricity through many turns of wire wound around it is called an *electro-magnet*. Electrical history records the first one to have been made in 1825.

Every electro-magnet has a north and south pole, same as with permanent magnets. The same kind of a field of force exists, except that fields of much greater strength can be produced with electro-magnets than with permanent magnets. In order to produce a north and south pole, the wire must be wound in the same direction around the iron. Wherever a reversal of direction in the winding occurs, there will be formed a consequent pole. If a bar of iron is wound with insulated wire and the former removed, there will remain a spiral or helix. If a current of electricity be passed through the helix (also called *solenoid*), there will also be an evidence of magnetism. If this solenoid while carrying a current be freely suspended, it will assume a position due north and south, showing a principle of the perma-

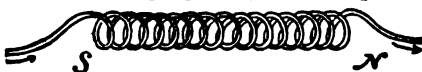


FIG. 1.



FIG. 2.

nent magnet. The solenoid, by virtue of many turns of wire closely grouped and current traversing it, has a magnetic field of force same as any other magnet. Fig. 1 shows a solenoid and Fig. 2 a simple electro-magnet. They are both the same, with the exception of the iron core.

The arrows show the direction of the current, while N and S represent north and south poles, respectively. If a current be flowing through Fig. 1 and small particles of iron be brought near, they will be drawn into the helix and retained by the magnetic effect of the coil. If the direction of the current be changed, the north and south poles will change places. The insertion of an iron core into a solenoid immediately causes the lines of force to pass through it. The iron gathers them in, as it were. Why? Because it has a far less resistance to the passage of lines of force than air. Most of the lines were in and about the solenoid before the iron was inserted, but after the latter operation they have become collected.

Electro-magnets can be made of any shape, and with any grade of iron or steel for the core. The softer the iron, the quicker it will attain its maximum magnetization for any fixed strength of current, and the more rapidly it will part with it. Therefore, for any piece of electrical apparatus in which a reciprocating or vibrating motion is controlled by magnetism, the softer the iron should be. Magnetism produced in soft iron will only last as long as a current of electricity is maintained in the coil of wire surrounding it. If instead of soft iron steel be used, the strength of the magnet will be increased more slowly until saturation is reached. After the current is cut off the steel will retain nearly all the magnetism it has acquired; hence, it is seen that steel is not suited to any apparatus where rapid reversals of current or rapid changes in the strength of same are necessary for successful operation. It has been found that a bundle of soft iron wire for the core of an electro-magnet gives better results than a solid mass. They will receive and give up magnetism faster than a solid piece of soft iron. It has

been noticed, likewise, that when a rod of soft iron is magnetized by a strong electric current circulating around it, a sound is emitted at the time of closing the electrical circuit. A similar sound is created when the circuit is broken quickly. This sound is presumably due to the molecules of the metal, which have been given something of a vibratory motion in consequence of their rapid magnetization or demagnetization.

From a description of the electromagnet, it is but a step to the subject of induced currents. By induction, in general, is meant the effect which a body carrying an electric current will exert upon another body adjacent to or at some distance from the first. It was in 1831 that Faraday discovered the phenomena of induced currents. Such currents can be produced in a copper wire from the influence of a second copper wire, which latter is traversed by an electric current. They may also be produced by means of magnets acting upon a metallic conductor. The simplest means of illustrating such inductive action is by Fig. 3.

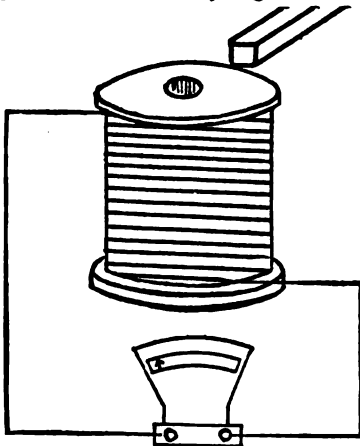


FIG. 3.

Here we have a coil of wire—a solenoid, in fact—which has been wound on a long spool or bobbin, and has its terminals connected to a small indicating instrument (a galvanometer, for example). If a permanent magnet be thrust quickly into the solenoid, the needle will be deflected in one direction, but will immediately return to rest. If the magnet be quickly with-

drawn, the needle will be deflected in an opposite direction to what it was at first, but immediately comes to rest. As fast as such a magnet can be inserted and withdrawn, just so rapidly will the needle of the indicating instrument vibrate. The needle vibrates because a current of electricity is induced in the circuit of which it forms a part. Another method of producing the same result is shown in Fig. 4.

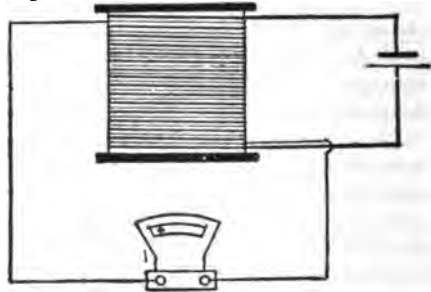


FIG. 4.

In this case there is one layer of wire wound as a helix and connected with a primary battery. Upon the first coil, but insulated from it, is wound a large number of turns of insulated wire. This second coil is connected to an indicating instrument as before. If the battery be connected to the first coil, a deflection of the needle will result. If it be disconnected, an opposite deflection of the needle will take place. As often as such connection is made and broken, there will be a deflection of the needle. Deflections always occur in opposite directions when the circuit is opened and closed. If an iron core is inserted in the coil, the deflections of the needle will be greatly increased. The same results can be attained if the battery circuit is kept closed and the two coils are moved longitudinally and relatively with one another. The same result will also be attained if the battery is connected to the first coil and provision made so that by inserting a resistance in series with the battery, its current strength can be varied, deflections of the needle can be produced. Every time the strength of current which flows is changed, the needle will show a movement. That movement will be in a

different direction, depending upon whether the current is increased or decreased in strength. This phenomenon is, as you see, obtained in different ways; yet, in each case, it is an induced current that is set up in the wire. This phenomenon of induced currents is the basic principle of all dynamos and motors in use today. The importance of the discovery is apparent.

The simplest form of a dynamo in general use at the present time is contained within the upper box of every wall telephone set. This little dynamo is used to ring the bell. Every time you call up central by turning a little crank you operate a small dynamo, which generates sufficient current to ring the bell of your telephone and call the operator's attention at the central office. This form of dynamo is further simplified in Fig. 5, so as to make an explanation easier.

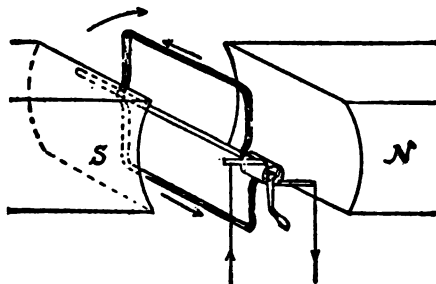


FIG. 5.

In this figure N and S represent the north and south poles of a horseshoe magnet, or the north and south poles of two different magnets. From N to S, therefore, lines of force thread their way uniformly through the rectangular loop. For convenience of illustration and explanation, bearings are omitted from the drawing. The loop is shown with a small handle for turning. Next this handle is a two-piece commutator, which can be made from a copper or brass tube slit in two, each half placed opposite on a piece of wood, and each half connected to one end of the loop. Upon the top and bottom of this commutator a copper brush presses lightly, these brushes or strips being connected to the circuits to be supplied with electricity. In this case, the

loop and commutator forms the *armature* of the dynamo. N and S are the *field poles*, which are stationary. The armature of any dynamo is the portion in which the current is induced, and almost always is the revolving element. Many alternating current generators are now made in which the armature is stationary and the field revolves. This is particularly so in machines of high voltage. The extension of the handle in the figure represents the shaft of the armature, which in practice is supported in bearings, and instead of a handle on the end has a pulley or can be directly connected to the source of power.

When the loop is placed in a vertical position, as shown, the greatest number of lines pass through it, and as the loop is moved from this position toward the right or left 90°, it will reach the horizontal, and at this point will embrace the smallest number of lines of force during a complete revolution. When the loop is stationary no E. M. F. is generated, but the moment a movement of same is made an E. M. F. is induced in the loop, which causes a current to flow to commutator sections to which it is attached, thence to the brushes, through the line and whatever devices may be included in the circuit, no current will flow unless the circuit attached to the two brushes is closed upon itself or through some auxiliary apparatus such as a motor, lamp, resistance, etc. If the circuit is open, a difference of potential will be maintained at the brushes, but no current will flow until it has an outlet, so to speak. Let us suppose that the magnetic field is uniform, and will remain so; also that the loop is just past the vertical and that we will turn it in a right-hand direction, as shown by the arrow. We will further assume that the outside circuit is closed. Then as soon as a movement, the loop cuts lines of force above and below. The upper part is moving in one direction through the field and the lower part in an opposite direction. As seen in the figure from the arrows, the current in the upper half of the loop will be from front to back, and in the lower half from back to front. As

soon as a half revolution is completed, however, the part of the coil which was on top is now at the bottom, and the current which was from front to back in that part of the loop is now from back to front. For every half reduction of a coil in a two-pole field there will be a change in the direction of the current. It is seen, therefore, that an alternating current is generated, and some means must be devised to change the same if direct current is desired. That is the function of the commutator, it commutates or rectifies the current.

Fortunately, there is a point called the *neutral point* or *diameter* of commutation, where the E. M. F. is reduced to a zero value and changes sign from plus to minus or *vice versa*, as the case may be. Plus and minus mean positive and negative, same as we learned when discussing primary batteries. At this point of zero value, the brushes should be placed so that when current changes direction in the loop, and hence in the commutator segments, these segments have traded places under the brushes, and while the direction of current has changed in the coil, it still travels in the same direction through the brushes. This can be easily seen by tracing the flow of current as you imagine the loop to rotate. The same results could be obtained if the loop were kept stationary and the magnets revolved, but it would not be as simple a method mechanically.

The strength of the E. M. F. developed always depends upon the number of lines of force which the coil or coils cut. Such strength can further be varied by changing the effective length of the conductors, changing the number of revolutions or the strength of the magnetic field. All other conditions being the same, the faster a dynamo is run, the higher voltage will be which it will generate.

If we plot a curve to show graphically the nature of the E. M. F. which a single coil dynamo will generate, we will find a curve or set of them like Fig. 6. In this



FIG. 6.

curve it is seen that the E. M. F. varies from zero through a maximum to zero every 180°. If instead of one coil we make it two, which coils are placed at right angles to one another, and the number of commutator segments increased to four, we would then obtain curves as shown in Fig. 7. From this we gather



FIG. 7

that the greater the number of coils, and hence commutator segments, the more nearly we approach an absolute straight line of E. M. F. Constant potential dynamos in practice possess this feature. If such were not the case, incandescent lamps would show unpleasant changes in the intensity of the light, and motors running from such dynamos would show wide and annoying variations in speed. For incandescent lighting and for power purposes, it is absolutely necessary that an even pressure be maintained for any condition of service.

Breakdowns.

BROOKLYN, N. Y., Feb. 13, 1905.

EDITOR JOURNAL: Coming home from the late convention at Los Angeles over one of the trunk lines, while running along at a good speed, I felt the emergency go on and as soon as we stopped, I, of course, went up to the head end to "rubber," and found that the cap had come off the front end of right side rod and the rod bent so as to strike guide yoke; so I stood on the bank with other passengers while the engineer was disconnecting. She was a Rhode Island, three-wheel connected, with the main connections and the eccentrics on the middle pair of wheels, so you see all that was necessary to do was to take down the forward side rods on both sides and run as an ordinary four-wheel connected, but he began to strip everything from the disabled side, and I could not help thinking of what that poor fireman must have thought of the ability of his engineer when compelled to take down that heavy main rod and put it up on the front end

of the engine, and after the engineer had taken a tumble to himself, to take it down again and put it up in place, and I could see that he knew they were working wrong, but he did not dare to say a word, as the engineer was very overbearing and bossy.

I was talking to a passenger about it and said to him, "I can't see for the life of me what he took down that main rod for, but you wait and you will see him put it up again," and he did. Well, he was three hours doing the job, when it could have been done in twenty minutes, and he had about six Mexican greasers to help him handle the rods, too.

This circumstance was brought to my mind lately, when reading of the friction that exists between engineers and firemen, and I thought, "Could you blame that fireman for being mad when he realized the incompetency of that runner?" How much better it would have been if they had been on better terms and the fireman could have given his views. I suppose if that engineer had got discharged for too long a delay or got suspended thirty days or so, the B. of L. E. would have made a kick to get him back in his place. This was an old runner, too, off from one of the largest trunk lines east.

Brothers, let's get out of our rut and down off of our high horse and take the fireman into our confidence.

CON. TROLLER.

Stop Leaky Pistons.

WHEELING, W. VA., Jan. 28, 1905.

EDITOR JOURNAL: Seeing the many kicks registered in the JOURNAL regarding various matters, I feel encouraged to make a few myself. The Interstate Commerce Commission is looking after the safety device question and getting matters pretty well along.

Of what use are all the block signals if you have an overflow pipe in cab, and injector slobbering steam and water, steaming windows so it is impossible to see out? Injectors with uncoupled overflow pipes, and those with such pipes run out of sight into ashpan, should be abolished. Do any of the Brothers ever think of this, or have they had an accident or burnt an engine

on account of one or the other? Again, we have leaky packing to contend with, and "can't see ahead" is a common complaint, which is but little regarded by the powers that be, so long as the engine will run and haul cars.

Do you think it right some Brothers should condemn a good glass water gauge and, through their influence, deprive the majority from the use of this convenient and essential means of noting the rise and fall of the water in boiler? I think an engineer can do a much better job of pumping with a good glass especially when using alkali water, as some roads delight to do. It seems that some railway companies want alkali water, putting soda-ash into good water in order to make trouble. This sort of water will jump at an open gauge cock or any opening made in boiler; whereas, a gauge glass being open at both ends shows the action of water as taking place in boiler. Many Brothers can confirm this, having used saline water during the past dry season. Don't you think the B. of L. E. should use its influence with the I. O. C. to bring about better conditions?

Think about these things, Brethren, and remember that block and interlocking signals, automatic air brakes and coupling devices are not the only safety appliances we need.

Fraternally yours,

JAS. E. MAGONAL.

Equalizing Valve Stuck—Can Brakes be Set?

GLENN'S FERRY, IDAHO, Feb. 10, 1905.

EDITOR JOURNAL: For the past five days here on the Oregon Short Line, the engineers have had an argument in regard to an air question. It is this: Is it possible to set the brakes on a train with the engineer's equalizing piston in a Westinghouse brake valve stuck solid to its seat, by putting the engineer's brake valve in emergency position?

Some here on the O. S. L. Ry. claim it can be done. I claim it cannot be done, for the best air books I can get tell me the train line position must be reduced to set the brakes, and increased to release the brakes; so, if the engineer's equalizing

discharged piston is stuck solid to its seat, I cannot figure any way to decrease the train-line position by putting the brake valve to emergency position. So, if we get no response from the train line exhaust, how are the brakes to be set by the use of the engineer's brake valve?

Suppose we are carrying 70 pounds of air train line pressure and 90 main drum. Drum pressure we draw off 25 pounds with the surplus application.

Please say what part of the train line, with its connections, still remains 70 pounds not molested, from which, as stated, 25 pounds has been reduced.

Fraternally yours,
A MEMBER OF DIV. 366.

What Was Wrong With the Gauge?

TEXARKANA, TEX., Feb. 10, 1905.

EDITOR JOURNAL: I had a brake valve on my engine. When I made a service reduction train line the gauge hand would drop 10 pounds, and seem to stop or almost stop and then go on down slow or at a regular rate. When I stopped drawing off air, train line hand would raise 5 pounds. At first there would be a heavy blow from train line. This is with light engine, pipes were open to little drum, and there were no leaks. Where was the trouble?

Fraternally yours,
MEMBER, Div. 496.

Handling Trains on Heavy Grades.

TACOMA, WASH., Jan. 22, 1905.

EDITOR JOURNAL: Seeing an article in the October JOURNAL, 1904, "What the Railroads are Doing in Handling Trains on Heavy Grades," I will endeavor as best I can, to describe a trip over the mountain end of the Pacific Division of the Northern Pacific Railway. That is, I will try to describe that part of the work which differs from railroading on the level or over a merely undulating country.

The fundamental principle of railroading, of course, is the same here as elsewhere, namely: That a man must constantly keep uppermost in his mind the fact that "two objects cannot occupy the same space at the same time."

What I will say in this letter I do not intend as an instruction, by any means, but simply to give the many engineers in different parts of the country, whose experience has been limited to the prairies, but who are interested in their vocation, an idea of just how trains are handled on long, heavy grades.

I was employed for ten years in engine service by a prominent railroad in Illinois,

but I will confess that on going to work here I found my knowledge very limited indeed; and right here I must not neglect to say that I received many a good suggestion from the engineers on the Pacific Division and always found them ready to give needed counsel and advice.

There are no doubt many members of Div. 238 much better able to cope with the subject than myself, but probably do not care to write, and having both the leisure and inclination, I came to the conclusion to write the matter up myself.

Our mountain division extends east from Tacoma to Ellensburg, a distance of 125 miles. We cross the Cascade Mountains through what is known as Stampede Pass, "tipping" over the summit while going through Stampede tunnel, a tunnel of almost two miles in length. The heaviest grade is between Stampede and Weston on the west side of the mountains. The distance between the two points is nine miles, with a descent of 1,000 feet. There are several grades in the United States that are steeper, but none that needs the exercise of more care in handling trains, on account of there being long stretches of straight track approaching the foot. The chain gang engines are tandem compounds of the consolidation type, equipped with two 9½ inch air pumps, one on each side, also the duplex pump regulation. They pull from 850 to 900 tons from Tacoma to the foot of the mountain grade, wending their way up through Green river's picturesque canyon until we come to Lester. Lester and Easton are the terminals for the helper engines. Lester lies at the foot of the cascades on the west side and Easton on the east. Upon arriving at Lester a heavy helper engine is added to the train, being attached to the rear end. They help the train to the summit and then either "drop" back to Lester or continue down the other side to Easton, always being directed where needed most by the dispatcher. If it is necessary to cut off the helper while the train is moving and before "tipping" over the summit, the helper engineer shuts off steam as gradually as possible, to prevent breaking the train in two. When trains of any class by train order or trains of the same class by time table meet on mountain grade, the ascending train must take the siding. If it becomes necessary in ascending to take the siding and wait for another train it is the duty of the helper engineer to work steam until the train is stopped, and when stopped, the lead engineer must not release until the rear brakeman has set sufficient brakes to hold the train. Then again, before starting, the engineer should set the air while the brakeman is releasing the hand

brakes. On getting them all released the helper engineer gives his engine steam and whistles off. The lead engineer then releases, whistles off and the train is ready to start. These precautions are taken for safety and to prevent breaking the train in two. In descending, when it becomes necessary to stop and wait any length of time, it is the duty of the front brakeman to set sufficient brakes to hold the train, after which the engineer releases. This keeps the auxiliaries charged so that a start can be made at any time by simply releasing the hand brakes. After arriving at Easton we follow the Yakima River to Ellensburg.

On the return trip, on account of the grade not being nearly so heavy approaching the mountains as on the west side, the same engines pull from 1,200 to 1,400 tons to Easton, necessitating on arrival there the adding of two helper engines to the train, one about eight cars back and the other on the rear's end. The passenger trains are simply double-headed up the mountain, but on the freight trains the engines are distributed, as I have mentioned, for train safety and to prevent an undue strain on the draft rigging. After getting the helper engines in position and testing the air to see if it is working through to the rear end, the conductor brings over an air-brake test card which gives number of train, number of engine, gross tonnage, number of cars, number of brakes O. K., condition of air appliances on engine, and after consulting together with regard to braking power, conditions, etc., the engineer must sign the card, also stating if he needs the assistance of hand brakes and how many. The card is then forwarded to the Division Superintendent. The train then proceeds to the summit, providing there are no trains to meet; but after "tipping" over the summit and coming out of the west end of the tunnel the train must be stopped. This is necessary in order to see what condition the brakes are in and to give the brakemen an opportunity to turn up all of the retainers. If the engineer stated on the air-brake test card that he needed the assistance of hand brakes to make the descent, brakemen must set the number stated on the card before leaving the summit. If hand brakes are used, they must be set of the head-end of the train, care being exercised to set them harder on the more heavily loaded cars, to avoid wheel sliding. It is the duty of the brakemen to ride out on top while making the descent. The conductor remains on the rear end, where he can watch the air-gauge with which every caboose is equipped and be ready to act in case of emergency. The helper engines have additional pipes leading to the air-gauge from the train line so

that the helper engineers can see the condition of the air pressure at all times, although their brake valve is cut out.

Now, we will say that we are ready to commence the descent. We know that the brakes are all working, that the maximum air pressure is pumped up, and, in addition, that the retainers are all turned up. Retainers should all be turned up to prevent an undue amount of braking on a few cars, also give the engineer a better opportunity for recharging and maintaining maximum air pressure. The engineer makes the first application and recharge as soon as possible after leaving the summit. He should do this for two reasons: first, to see how the brakes are holding while the speed is still low and the train still within the limit of safety; second, on account of the retainers being turned up an additional air pressure is kept in the brake cylinders, and, consequently, with a given train pipe reduction, a greater brake cylinder pressure is obtained after the first application and release than with the first application. Also, on account of the brake cylinders being empty, the first application after leaving the summit should be the heaviest, and should consist, as a rule, of one reduction, say fifteen pounds. It is best never to make less than eight to ten pounds reduction at a time. An application should consist of one and seldom more than two reductions. If the engineer sees that with a ten-pound reduction the speed of the train slows down too gradually, he makes a further reduction of ten pounds and slows the train down more quickly and then releases, because the longer the pressure is left applied the weaker the pressure in the auxiliaries becomes and the more air is lost by brake cylinder leakage. It is best to apply and recharge as often as consistent with the work to be done, because in this way the auxiliaries can be kept charged as near the maximum as possible. Besides this, economy is practiced in the expenditure of air by sometimes being able to reapply before the air has ceased escaping from the small port in the retainers. It is impossible to maintain an exact uniform speed. Like everything else, an engineer has to learn by experience just when to release. He must not release too soon, for if he does the speed will increase too much before the auxiliaries will have time to be recharged. Then, again, he must release before the speed is reduced too much, especially on the heavy curves or let-ups in the hill, for if he waits too long before releasing the retainers are apt to stop the train. This can be much more easily avoided with a train that can be handled with the air brake alone, for then, as a rule, it is not necessary to reduce to very

slow speed before releasing. But with a heavy train of coal, for instance (as there is no more braking power on a load than on an empty) weighing 1,200 tons, and contained in not more than eighteen cars, where it is necessary to have one-third of the hand brakes set in addition to the retainers in order to control the train while recharging, it is more difficult. If the engineer sees that he has waited a little too long before releasing, he should immediately commence working steam, and continue until the speed of the train has increased enough to prevent stopping. In recharging, it is necessary to leave the brake valve handle around to full release position so as to permit the full flow of air from the main reservoir to enter into the train line through the large ports, in order to recharge as quickly as possible. For once no harm is done if the train line should become overcharged a little, unless the train consists of empty cars.

On a level all of the braking power can be used for stopping, but in descending heavy grades a certain amount is needed for holding power. If with a seventy-pound train-line pressure a fifteen-pound reduction is necessary to keep the speed from increasing there are only five pounds left with which to stop the train. Furthermore, on a level the instant steam is shut off the speed of the train begins to decrease. Consequently, to obtain the same results, an application must be made much sooner on a train descending a long, heavy grade. For instance, we will say that the maximum speed limit is twenty miles per hour descending such a grade. In such case it will be necessary to make the application while the speed is about fifteen miles per hour or less, and by the time the brakes take hold the speed will have increased to twenty miles per hour. In descending a mountain grade, should the engineer see that with a full application he can only keep the speed of the train from increasing, or very gradually slow it down, he should immediately call for hand brakes. (The one short blast of the whistle will never become obsolete in mountain railroading.) He should also get the sand running, and after the train has slowed down to within the limit or safety, release in time to prevent stopping. That is, if the air supply is not exhausted too much, in which case the train should be stopped until recharged. It is easily seen that it is of as much importance to watch the air gauge as it is the water glass. If the train is extremely difficult to hold the water brake should be applied, and if necessary, kept working continuously until the foot of the grade is reached. It should be applied when the speed is not too great. Before applying it, however, the driver brake must be

cut out and bled. For this purpose there is a bleed cock connected to the cab within easy reach of the engineer.

Now, for the benefit of those who do not fully understand the water brake, I will explain it. It is a simple device with a globe valve on the boiler head below the water line and within convenient reach of the engineer, and with pipes leading from it to the exhaust passages in the cylinder saddles. (Often there are two valves, one for each cylinder.) In using the water brake the throttle should be left closed and the cylinder cocks open. The water valve should then be opened about half a turn and the reverse lever then placed several notches back of the center. The color of the discharge from the cylinder cocks should then be noticed. If it is a dense white the water valve is open far enough, but if it is a bluish color the valve should be opened until the discharge becomes white. At night the proper amount can be told by the sound, the same as water or steam in the gauge cocks when running without a water glass. The nearer the reverse lever is pulled back to full stroke, or toward the "corner," the more the braking power is increased. The water admitted to the cylinders has nothing to do with the braking power, but simply acts as a lubricant to the valves and cylinders while the engine is reversed. It is necessary, though, to feed oil to the cylinders the same as when working steam.

It is generally known that it is a dangerous practice to release at slow speed with a long train, because on account of the brakes being applied from the engine they set first on the head end, the cars, of course, bunching together. Then again, on account of the train line receiving its supply of air from the engine, the brakes nearest the engine release first. Consequently, if the brakes are released at too slow a speed, the head end will keep moving while the rear end is still stopping, and as the slack runs out quicker than the brakes release, it is not necessary that one be a philosopher in order to see what the result will be. In mountain grade work this is overcome on account of all the retainers being turned up, as they retard the release until the liability of a shock is overcome. It is a good idea, though, to turn up the driver brake retainer just before releasing. However, it often happens that it is necessary to cut out the driver brakes entirely on account of the danger of overheating and loosening the tires, but they must be kept in use as much as possible.

The combined automatic and straight-air brake with which the engines are now equipped is a much better holding device than the driver brake retainer, as it can

be worked independently and there is no danger of it leaking off. After reaching the foot of the mountain grade and continuing on towards Tacoma, the descent in the first fifty miles is over 1,700 feet. So, even after leaving the foot a train will sometimes run faster than is really desired. One consolation, though, is the fireman is getting a rest. I failed to mention that in the mountain district a strict block system is maintained.

Handling air on long heavy grades, as on the level, some men are more proficient than others; just as some men have a faculty for music, so some have a greater faculty for handling air than others, no matter what the conditions. The perceptive power, the ability to force the effect of a reduction, is more acute in some men than others.

In conclusion, I will say that in descending a mountain grade an engineer should never let a train get to going too fast, but if possible, should at all times keep the speed low enough to allow an unexpected stop to be made within a reasonable distance. He should not let his mind relax from his work and should never take reckless chances. The latter may be a glorious trait in a soldier, but hardly the proper characteristic for a railroad man.

Fraternally yours,
JOHN WHITEFORD.

Collapsed Flues Might Cause Explosion.

GARRETT, IND., Feb. 6, 1905.

EDITOR JOURNAL: In regard to the inquiry of Bro. H. E. Smith, of Louisville, Ky., of what caused the explosion in engine 945, will say a collapse of flues might produce the effect he mentions. We have had a similar circumstance here.

Fraternally yours,
MEMBER Div. 153.

Who Was Right?

AURORA, ILL., Feb. 12, 1905.

EDITOR JOURNAL: I wish to hear the opinion of some of the Brothers as to who was right and who was wrong in the execution of train orders on one of our railroads not very long ago. To make the circumstances easier understood, we will use the letters in the alphabet from A to M to represent the stations.

A is the eastern and M the western terminal of the division. Trains approaching A are superior to trains of the same class moving in opposite direction.

No. 3 and No. 6 are first-class trains. No. 3 is a westbound train. No. 6 is an

eastbound train. No. 6 is several hours late, caused by an accident west of M. Before leaving A, No. 3 receives the following order:

"First and second No. 3 have right over No. 6 A to M."

On arrival of No. 3 at K it receives the following order:

"First and second No. 3 will meet first No. 6 at L."

On arrival of first section of No. 6 at L, first section of No. 3 proceeded to M without further orders. Engineer of second section No. 3 refused to proceed without an order against second section of No. 6. The question is, which engineer was right and which was wrong?

This, I understand, actually occurred, and as it is liable to occur any day with ourselves, it is very important that no mistake be made in the execution of the orders.

The orders were regular, the dispatcher not knowing when he gave the original orders that there would be two sections of No. 6.

I have a fixed opinion in the matter myself, and will give reason for same, if there is any misunderstanding among the Brothers regarding it.

In reply to Brother Lindsey in regard to taking siding at Batavia would say, his first order contained three specific movements. The first to run Extra Clair to East Portsmouth; the second, to take siding; the third to meet Extra 354 West at Cohoon. The first movement was in effect until arrival at East Portsmouth. The second movement was in effect until Extra 352 East left Cohoon, and no longer. The third movement was superseded by the second order. Now, Brother Lindsey, suppose you took sidetrack at Cohoon before receiving the superseding order; you certainly would consider the second movement in the order fulfilled, and it would be. If the dispatcher wanted you to take siding at Batavia the order should have read:

"Extra 352 East will meet Extra 354 West at Batavia, instead of Cohoon. Extra 352, East will take siding."

Brother Pursell certainly would have no right to use order to run from D to C after 1:20 P. M. The order made the time of No. 9 1:20 P. M. at B. The schedule time of No. 9 at C is 1:16 P. M. This schedule time is all he had to run by after 1:20 P. M., as the order was no longer in effect. If there was a train at C and the dispatcher wished to run it as First No. 9, he had a perfect right to do so after 1:20 P. M. You can see, Brother Pursell, that it might not be safe after all.

Yours fraternally,
JAMES LENAHAN, Div. 32.

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MARCH, 1905.

Associated Effort vs. Individual Liberty.

The National Civic Federation has brought together leading men of all classes, creeds and interests, and has given opportunity for the discussion of the great question of the relations of labor and capital on a broader basis and with greater educational tendencies than any like gathering in the history of nations. It has gathered in at these meetings educators, who need education on the labor question; heads of great industries employing thousands, who learn from the labor leaders what organized labor stands for, its aims and objects; the social economist, whose mind is biased by ancient history rather than modern conditions; the representatives of the Church which have in the main stood aloof, or made appeals to the laboring men to be good, seldom questioning the attitude of their better-paying parishioner, the employer; hence the National Civic Federation offers opportunity for representatives of organized labor to meet with all these on a common level, and to tell not only what their associations stand for, but what it is in commercial life that makes them necessary, and to furnish proof that they are not a detriment but a benefit; that they are character builders, and that the bettered conditions brought about by them are a benefit to both the social and commercial interests of all classes. It is the best opportunity labor-

ing men have ever had to put themselves right, and to enlighten the public on social economy as they know it from practical experience.

The subject to come before the first meeting of the new contingent, the Industrial Economic Department of the Federation, is: "How far does associated effort involve the curtailment of individual liberty?" Certainly a very broad subject, and one that is likely to submerge a large part of President Eliot's millions of the vague public he said he stood for at the last meeting.

Ruskin said: "I hardly know anything more strange than that you recognize honesty in play and do not in work. You have an umpire in your play and your prize ring, but your prize merchant gains his match by foul practice, and no one cries out." Quite true. It is only those who suffer who cry out, but laboring men learned long ago that the cry of one voice was not heeded; and Parliament and legislatures have demonstrated the futility of appeal for redress, except when organized society has been strong enough to endanger their political positions. Labor has not found many such men as William Pitt, who in answer to a petition from working men for an arbitration act in 1800, said: "The time will come when manufacturers will have been so long established and the operative not having any other business to flee to, it will be in the power of any one man in the town to reduce wages and all other manufacturers must follow. If it ever does arrive at this pitch, Parliament, if not then sitting, ought to be called together, and if it cannot redress your grievances, its power is at an end;" but in 1814, 2,000 masters petitioned Parliament to repeal the statutes of Fifth Elizabeth, which regulated apprenticeship, and a counter petition, signed by 800,000 working men was presented. The moneyed influence of the 2,000 masters won the day, and industrial disorganization was complete. Parliamentary reports ascribing as the immediate effect of the repeal, the growth of sweatshops supplied with half-paid apprentices and children, and the journeymen driven to famine and the female workers to prostitution. So the necessity for organized self-help is not at all new, for laboring men learned years ago that standing alone meant to be plucked; that as there was no umpire in work, as Ruskin said, they must combine their forces in self-defense, not that every employer was unfair, but, as Pitt truly said, one unfair employer, if in a competitive business, tends to make all unfair, and as no evil is ever effectually cured except by those who suffer from it, a solid, compact association was found necessary for even

moderate success in that direction. The result has been some degree of voice in the conditions under which they shall serve, which is deemed a corresponding degree of liberty not detrimental to society, morally or commercially, for the organizations means better wages, having the means, better buyers, and better living which means mental uplifting and a higher morality, and higher morality means justice more rightly applied and higher liberty.

The question, "How far does associated effort involve the curtailment of individual liberty," is evidently intended to apply to the influence of associated laboring men only, divided into three propositions, apprenticeship, the closed shop and the boycott.

The first question, "Does restricted apprenticeship curtail individual liberty?" should not stand alone, but should be coupled with results. Unrestricted apprenticeship in any desirable work means eventually an over-supply, lowered wages and undesirable conditions, detrimental to all who have learned the trade and tends to degrade the quality of work done; and unrestricted apprenticeship would ultimately be of no benefit to any but the employer who desired cheap labor with which to undersell his competitor. So that individual liberty to work for whom they pleased and at any price, regardless of the evil influences that might result, is not in the direction of individual liberty for any who aspire to fair conditions, but license for employers who would use it for the destruction of the organization his business represents.

But organized labor is not alone in these restrictions; doctors and lawyers are examined by men of their profession under laws created by their own influence. An auctioneer goes from one city to another, pays a license to sell his wares, and if his competition is objectionable to the local merchant, on petition he is taxed out of business; the difference is only in the distinction of who applies the principle.

The boycott is another thing complained of as inimical to individual liberty. We do not commend this weapon, but the practice is altogether too common in all walks of commercial life to put particular stress upon the open and above board action of organized labor in this direction; for what organized labor does in the way of a boycott is but a small percentage.

The oil trust, the book trust, the paper trust, the tobacco trust, the meat trust, the farmers' alliance, citizens' alliance, employers' association, and hundreds of other associations of capital boycott men who will not conform to conditions and profits fixed for them. The strike breaker is a boycotter of the meanest kind, a char-

acter that the honest employer detests, but buys at a high price when he refuses to negotiate with his employees, and concede reasonable conditions, regardless of public welfare or individual liberty, and now the states of Kansas, Missouri, Iowa, Illinois and Texas are boycotting the Standard Oil Company for the same reason organized labor applies it, and when all of President Eliot's vague public who practice the same principles, and doing so have no right to complain, are counted, he will find he represents a vastly smaller percentage of the vague public whose individual liberty has been curtailed than he seems to think.

General Sherman said, "Force is as necessary for the government of mankind as the Almighty finds the electric fluid necessary to clear the atmosphere."

Lawyers find a living in settling what some one thinks is curtailed individual liberty. Statutes are made for the purpose of fixing a limit to individual liberty, and individual liberty, in the sense implied in the question under discussion, must be measured from the standpoint of the common good of those directly affected by associated effort.

What is needed is the intelligence to discern the right and the humanity and moral courage to apply the remedy. The cure will not be found in unlimited apprenticeship, the open shop and unlimited competition for labor, while every other factor in commercial life practices the reverse. We must have something consistent with common interest which gives those who work at manual labor reasonable opportunities which considers their individual liberties as much as any other class. No backward step, but conditions which tend to elevate and make for good citizenship, not measured by dollars but character.

May the National Civic Federation be the means of letting the light so shine upon this important subject, that eventually all men may enjoy a greater share of individual liberty and with it a greater degree of comfort.

LINKS.

THE F. A. E. of Div. 510, Moose Jaw, Can., requests us to say that there is no work to be found in that section at this time, and but a short time for those who have positions. To go into that rigorous climate at this time can result in no benefit to one out of work, but will result in distress for themselves and others who can ill afford to render the assistance expected of them. Keep away.

BRO. O. MONTANYE, F. A. E. of Div. 521, has been appointed Road Foreman of

Engines on N. Y. S. & W. R. R. Brother Montanye has been in the employ of the company for thirty years, and has been F. A. E. of Div. 521 for ten years, and is a Brotherhood man all the way through, and the Silk City Brothers are well pleased with his promotion and wish him success in his new position.

J. W. M., C. E. Div. 521.

PAN AMERICAN Div., 544, of East Buffalo, N. Y., gave their fifth annual ball at Visitation Hall, Jan. 17, 1905. A large party attended, including Brothers from the N. Y. C., B. R. & P., Erie & L. V. R. R.

Miss Smith gave some very fine musical selections, which were appreciated by all. Later they retired to the banquet hall, where a very tempting repast awaited them presided over by the Brothers' wives. The table decorations were very tastefully arranged. The dancing kept up until the wee sma' hours, when they all adjourned to their homes well pleased with the good time they had had. J. C.

BRO. CHAS. P. ANGELL, of Div. 452, who has been Assistant Road Foreman of Engines for Pittsburg Division of the B. & O. for the past ten years, has been appointed Assistant Trainmaster, with headquarters at Connellsville, Pa., vice H. R. Hanlin, transferred; effective Feb. 1, 1905.

BRO. T. G. AVERILL has again been promoted from Air Brake Instructor to Traveling Engineer on the Eastern and Western Divisions of the B. & M. R. R., with headquarters at Boston, Mass.

Brother Averill was our delegate to the St. Paul Convention, as some of the delegates will pleasantly remember him. The members of Div. 163 wish Brother Averill success in his new field of work.

J. C. OAKLEY, F. A. E. Div. 163.

WASHINGTON, Feb. 2.—After much rivalry between Texas and Arkansas for the postmastership at Texarkana, the lively town situated on the border line between the two states, President Roosevelt has appointed and the Senate has confirmed a dark horse to the job, and he comes from Texarkana, Tex. The Brotherhood of Locomotive Engineers recommended to the President for the job an ex-engineer, Lyman S. Roach, crippled at his trade, and now living at Texarkana, Tex. The President thought he ought to be a good man from what the Brotherhood said of him, and so, while the politicians fought it out, the President sent Roach's appointment to the Senate and the Senate went ahead and confirmed the appointment.—*Cleveland Press*.

MR. THOMAS FITZGERALD having been promoted from the position of General Superintendent to that of General Manager, the members of Div. 97, Baltimore, Md., formulated and adopted the following letter of congratulation and co-operation:

T. Fitzgerald, Esq., General Manager B. & O. R.R.:

At a regular meeting of South Baltimore Div., 97, Brotherhood of Locomotive Engineers, held January 29, 1905, it was the unanimous vote of this Division that we extend to you our hearty congratulations on your promotion to the high office of General Manager of so great a corporation. We are glad to see you succeed to the office which your long and continuous term of highly meritorious service so justly deserves.

We hope your term of service in your new office will be long and attended with the highest degree of success. We guarantee you our heartiest co-operation.

J. T. A. TROUP.

G. W. METCALF.

J. O. F. LOVELL.

BRO. THOS. F. HOWLEY, of Div. 403, has been appointed General Road Foreman of Engines on the New York and Delaware Divisions of the Erie R. R., with headquarters at Port Jervis, N. Y.

Brother Howley has been a member of Div. 403 since its organization and has served the Division as an officer in various capacities, his services as Chairman of the Local Committee of Adjustment and member of the General Committee of Adjustment having been particularly satisfactory to the Division.

Brother Howley has been a successful engineer for twenty years, and while making a mileage of 180 miles per day, six days a week for years, he has found time to keep himself up-to-date on railway motive power matters, and the members of Div. 403 are convinced that the company has selected a man who will give satisfaction to the men and achieve results for the company which will be satisfactory to them also; and while we shall feel the loss of Brother Howley from our Committee of Adjustment, it gives us pleasure to have one of our Brothers selected for so important a position as the one to which Brother Howley has been appointed.

F. A. E., Div. 403.

MR. W. L. KELLOGG, who for the past two years has been Master Mechanic of the Southern Kansas Division of the Missouri Pacific, having resigned his position to accept a position of Superintendent of Motive Power on the Flint & Pere Marquette, the following resolution was adopted by the engineers of Div. 364:

WICHITA, KAN., Jan. 24, 1905.

Resolved, That we sincerely regret that we have been deprived of the influence and gentlemanly treatment that we have always received at the

hands of our Master Mechanic, Mr. W. L. Kellogg, and also regret that the Missouri Pacific R. R. has lost an untiring worker for the interest of the locomotive and car departments, though we rejoice at his promotion, knowing that wherever he goes advancement and bettered conditions for the engineers will follow; and we know that the engineers on the Pere Marquette R. R. will receive the same generous treatment tendered to us while he was here, and that we must therefore congratulate them.

W. A. THOMPSON.

GEO. LAHEY.

W. T. BRAY.

At a regular meeting of Div. 23, B. of L. E., at Memphis, Tenn., Feb. 6, it was announced that Mr. E. T. Horn, Superintendent of the Memphis Division of the Y. & M. V. R. R. and Superintendent of the Memphis Terminals of the I. C. and Y. & M. V. Ry., has tendered his resignation to take effect Feb. 10th, to take charge of the St. Louis Division on the 11th. The following resolutions were unanimously adopted:

Resolved, It is with regret that we are to lose the services and association of such an efficient officer. Mr. Horn since his coming among us has made friends among all the employees, and while he has never forgotten or neglected the interests of the company, he has won our respect and appreciation by his fair impartial treatment and consideration in all matters pertaining to the interests of the employees.

We wish him much success in his new field of usefulness, which our association with him has fully demonstrated, he is so ably fitted to fill.

Resolved, That a copy of these resolutions be sent to Mr. E. T. Horn, a copy spread on the minutes and a copy sent to the ENGINEERS' JOURNAL for publication. Respectfully,

H. V. NEVILLE. T. H. HINER.
H. K. SINCLAIR. S. P. JONES.
T. G. WALTON.

Mr. C. H. Temple, having been promoted and assigned to Winnipeg, Div. 657, formulated the following complimentary letter:

REVELSTOKE, B. C., Jan. 28, 1905.

Mr. C. H. Temple, Master Mechanic, Central Division, Canadian Pacific Railway, Winnipeg, Man.

DEAR SIR: At a regular meeting of Ash Kennedy Div., No. 657, B. of L. E., held at Revelstoke on the 18th inst., we, the undersigned, were appointed a committee to convey to you the feelings of our Division on the occasion of your departure from the Pacific Division.

We, therefore, beg leave to say that it was with sincere regret that we, as a Division and as individual engineers, learned of your removal from here as our executive head.

The fair dealing and justice, and we might say the leniency, that has characterized your record as Master Mechanic on the Pacific Division, has often been the subject of favorable comment among us, and will long be remembered by us all. Also, the

amicable and cordial relations that have always existed between yourself and us, both as a Division and as individuals, is something we regard with extreme satisfaction and pride, and for the mutual benefit of all concerned, we hope and trust that the same conditions will obtain in your new field of labor.

While we regret your departure from the Pacific Division, we are at the same time very much pleased to know that your services here have been appreciated by the higher officials by an appointment to a much more important position, and should we in the future have the good fortune to be associated with you again, we hope it will be when you have attained a still higher position.

With kindest regards to Mrs. Temple and family, we remain,

Yours truly,

ALLAN MCNAB, C. E.

H. CREELMAN, F. A. E.

LOUIS PATRICK.

A NEW FEATURE OF AIR BRAKE EQUIPMENT.—We call the attention of our readers to the advertisement of the Morrison Air Brake Safety Valve that appears in this issue. All railroad men know the damage and risk that now follow trains breaking apart, or air hose bursting on running trains. This valve is designed to control the brakes and prevent this damage.

HIS WORSHIP is the title by which Bro. Wm. Phemister, a member of Div. 133, at present in active service as a passenger engineer running between Niagara Falls and London, on the Grand Trunk Railway System, must be addressed, he having been elected to the honorable position of Mayor of Niagara Falls, Ont. This goes to show that he has always done his duty to his fellow-citizens and to the company for which he works.

He is now the chief magistrate of the city on the Canada side of the big waterfall. All honor to him who reflects credit on all members of our profession.

W. F. BAINES, F. A. E., Div. 133.

We reach across the mystic lines between the two countries—no barrier to our brotherly fellowship—and join our Canadian Brothers in hearty congratulations to His Worship, Brother Phemister.

EDITOR.

BRO. J. J. O'NEIL, a member of Div. 369, and formerly Traveling Engineer of the Wisconsin Division O. & St. P. M. & O. Ry., has been promoted to Assistant Superintendent of the Minnesota Division, with headquarters at St. James, Minn.

The members of Div. 369 desire to express their unqualified approval of the company's selection and feel that Brother O'Neil deserves all the good fortune that can come to one who has honored himself

by the performance of every duty to the company and associates.

As an engineer, Brother O'Neil ranks as one of the best and is thoroughly familiar with all the conditions of the service, and the members feel honored that one of their number has been selected for this position, which we are satisfied he will fill with credit and to the satisfaction of his superiors.

On the eve of his departure for his new field of labor, about thirty of Div. 369's members met with Brother O'Neil to congratulate him and tender their best wishes.

In the promotion of Bro. M. J. Keating, of Div. 241, as Brother O'Neil's successor as Traveling Engineer, we feel that the company has made another creditable selection, as Brother Keating is fully qualified to fill the position.

The Brothers of the Wisconsin Division are to be congratulated on having such an efficient and amiable gentleman as their Traveling Engineer.

COMMITTEE, Div. 369.

THE members of Old Colony Div. 312, Boston, Mass., and visiting members from Division 439, were very much surprised and delighted with an unexpected visit from two of our Grand Officers, our Grand Chief, Brother Stone, and Grand Guide, Brother Tucker, at our meeting February 12. It was the first time our Grand Chief has been with us and he was given a hearty welcome to our Division. There were about 120 Brothers present, and it bears out the advice given to our members by their officers that it pays to attend your Division meetings, for all who heard our Grand Chief and Grand Guide speak, will have something to think of for quite a while.

Our G. C. of A. report was being read and Division 312 had invited Division 439 to be present. The Brothers were all sorry our Grand Chief had to leave Boston on the 3 P. M. train for New Jersey that afternoon, but had the satisfaction of hearing good advice from one who is in close touch with our whole membership, and who has the good of our organization at heart.

Fraternally yours,

C. P. SHUFELT, F. A. E., Div. 312.

THE twenty-fifth wedding anniversary—silver wedding—of Bro. and Mrs. Fred H. Tucker was held at their home, 170 Hull St., Brooklyn, N. Y., on Saturday evening, January 28, 1906. The parlors were handsomely decorated for the occasion. The bride was becomingly gowned in silver gray. The favors were white and silver badges. Guests began to arrive at 8:30 P. M., and at 9:30 the house was full.

The following Divisions were well represented: B. of L. E. Divisions 105, 157, 269, 419, 639. G. I. A. Divisions 201, 234, 244, 272. Many letters of regret were received from friends out of the city.

Among the many useful and valuable presents received were a quartered oak roll top desk and chair, and a large silver soup ladle from Div. 639, B. of L. E., suitably inscribed; a large silver serving dish with name and number of Div. 201, G. I. A. to B. of L. E. on the cover; also a beautiful piece of cut glass and four pieces of silver from Harmonia Chapter, O. E. S.; Mrs. Tucker is Past Worthy Matron of this Chapter.

Many valuable presents of cut glass and silver were received from kind friends.

The evening was very pleasantly spent by all with music, singing and dancing. At 11 P. M. supper was served, and it was a jolly crowd. Space will not permit the mention of names, as there were about seventy-five people present. EDWYN.

Div. 99, G. I. A., gave another of their suppers and entertainments on Saturday evening, Jan. 21, in Engineers' Hall, Boston, Mass., which was largely attended by the Brothers and Sisters and friends.

The supper was from 8 to 9, and the tables loaded with good things in abundance testified to the efficiency of the committee having it in charge, consisting of Sister Mitchell, chairman, assisted by Sisters Kidder, Berry, Nowell, and Pierce.

At 9 o'clock the entertainment committee, consisting of Sister Getchell, chairman, assisted by Sisters Woodman, Shackley, Place, Baldwin and Lindsey, gave a fine program of entertainment, consisting of opening chorus by the committee; solo, Miss Hale; readings, Sister Woodman; solo, Brother Patterson; solo, Sister Downs; recitation, Master Freddie Berry, and closing chorus by the committee and which was much enjoyed by all present, and all had to respond to calls.

Remarks were made by Brother Dority, our Grand Chaplain, and also by some of the other Brothers present, complimenting the ladies and their committees on their success in ministering both to our bodily and mental needs.

Sisters Shackley, Buckman and Patterson kindly and efficiently acted as accompanists for the several numbers.

After the entertainment the floor was cleared for dancing, and many enjoyed the pleasure of "tripping the light fantastic" until nearly midnight, and all voted the affair a success in every way.

Give us some more just like it, Sisters, and God bless you all. N. H. B. W.

ON Dec. 15, 1904, at 2:30 P. M., the ladies of Valverde Division 123, gave a pub-

lic installation of their newly elected officers, which was followed by a banquet immediately afterward. All the members of Division 251 and their friends received a cordial invitation to attend, and all availed themselves of the privilege that possibly could.

The ladies handled the installation ceremony with due credit to themselves, and everyone present complimented them on the neatness of their work.

The banquet was something to be well remembered, and looked forward to by all present. Our light-weight, Brother Foster, was there, as the ladies will testify, and one of the large chairs was placed at the table for his special benefit. Brother Campbell, it was claimed, fasted for two days before the banquet, and it would have done you good to have seen him eat. Brother Connors just came in off the road and all agreed that he should be entitled to a medal for his eating ability. Brothers Bourne, Kinchloe, Peden, P. Boyle, Vincent A. Boyle and several other Brothers present were following Brother Connors a close second, which speaks volumes for the ability of the ladies as cooks.

Knowing our worthy Chief, Bro. R. B. Kelley, and our genial F. A. E., Bro. E. H. Collip's liking for everything good, we were very sorry that they were unable to attend.

All enjoyed themselves to a late hour, when they departed for their homes, wishing the Ladies' Auxiliary success in the future.

MEMBER OF DIV. 251.

IN MY last correspondence with you, you wrote me to let you know as to the success of the second annual ball of Div. 11 and its Auxiliary, Div. 128, to held on Wednesday, January 25, at Indianapolis, Ind.

Well, we pulled the ball off on time, and the public that participated appeared to enjoy themselves, and there was about \$100 left after paying expenses; but our hearts were not in it, and had it been possible we would have postponed the ball. Because of the sudden death of Brother Burchett, of Div. 492, who was killed at Lafayette on the night of the 24th, very few of our members danced.

Div. 11 also lost a Brother this month, J. P. Gray, and last month Samuel Crowe, so you can realize that there was too much depression to counteract the enjoyment that a ball given by railroad men generally produces.

WM. M. BLYTHE, F. A. E., Div. 11.

THE B. of L. E. and B. of L. F. of Galeton, Pa., gave their eighth annual masquerade ball on Jan. 2. The hall was beautifully decorated with red and white festoons, which covered the ceiling and

walls, and many remarks were heard that the hall had never looked so pretty. The gas lights were decorated with flags, red, white and blue, as were the walls. On wires, which seemed to cover the entire ceiling, were hung red, white, green and blue lanterns all lighted, which added greatly to the effect. The boys worked hard decorating and may well be proud of their efforts.

The Galeton orchestra, composed of five pieces, furnished the music. The musicians were seated upon the stage, while back of them was a very real looking engine just coming out from the roundhouse doors, with head and signal lights burning.

It is estimated that fully one hundred couples were in costume. The dancers presented a pretty picture, with the bright colors, ever changing in the numerous combinations. There were at least 150 people present who were not in costume. These latter were not permitted to dance until after the unmasking which occurred about midnight, when all adjourned to the Hotel Imperial where full justice was done to the excellent supper served there.

The committees were composed of such names as Charlie Ashpan, George Smokestack, Baldy Cylinderhead and a dozen other names taken from parts of the engine. The order of dancing contained a line for each dance, such as "Baldy, swing that girl behind you," "Do not pass the brewery without orders," etc. There was a saying or joke on some one of the boys for every one of the twenty-five dance numbers.

Dancing was kept up until the "wee sma' hours," when everyone went home tired but happy, and all wishing the railroad boys would give their delightful parties oftener.—*Galeton Press.*

AS I have not seen anything in the JOURNAL from Division 151, I will endeavor to give you a few items. Division 151 is located at Burlington, Iowa, a Mississippi River town, built on four hills, about 28,000 inhabitants, and has good railroad connections—located on the main line of the C. B. & Q., with four diverging branch lines. The C., R. I. & P. and T., P. & W. also enter the city.

Division 151 was organized in 1868, and for many years was a flourishing Division. Then came the Q strike of 1888, which came very near ending Division 151, and great credit is due to Bros. Simpson, Parmer, Richards and a few of the "Old Heads" who stuck together, and by meeting from house to house succeeded in keeping the old banner floating. We are now on the main line with right of track.

Division 151 now has 81 members in good standing, composed of engineers on

the lines comprising the Q system, namely: C., B. & Q., C., B. & K. O., St. L., K. & N. W., B. & N. W. also C., R. I. & P. and T., P. & W. men.

Sister McBride visited our city Dec. 12th and organized a Division of the G. I. A., to be known as "The Burlington" Div. 843. The ladies start out with twelve charter members and the good wishes of the Brothers. After the work of organizing was completed the Sisters repaired to a nearby cafe where they proceeded to enjoy themselves by "filling up" on the good things which were prepared for them.

Yours fraternally, TRAB.

Division 225 gave a grand ball on Jan. 8, and if you will allow me space I will give the readers of the JOURNAL an account of it.

At 8:45 the guests began to arrive, and at 9 the grand march commenced. The grand march was led by Bro. E. T. King and Miss Katherine Donnigan, the beautiful and accomplished daughter of Bro. Owen Donnigan. It was a grand sight, over 100 couple of well dressed ladies and men in the grand march; and after the sixth number dinner was announced. There were plates for 168 couples. After dinner the program was continued, and was not concluded until 2 A. M. when Home, Sweet Home was played, and after thanking Professor Deal and his most efficient orchestra for their delightful music we all went to our homes; and from the expressions of all present they enjoyed one of the grandest balls ever given in our city. This ball brought together many of our new Brothers, of whom we have a great many, all of whom are fine gentlemen as well as good engineers and Brotherhood men. Our Division owes thanks to the following Brothers for their interest taken in this ball, for without hard work we would not have made a success: Bros. Thomas Murphy, E. T. King, W. H. Davies, Mike Sexton, J. W. Shepherd, J. E. Morgan, E. A. Vickroy, J. P. and J. G. Cairnes and R. E. McCarty, all who gave their time to the Brotherhood, and to all others who assisted to make this ball a grand success.

Now, when it comes to looking handsome, Brother King made all look like a plugged penny, as he was acknowledged to be the handsomest man on the floor. While Brother Davies would not get many prizes at a beauty show he was the most popular man on the floor, that is, among the ladies, for he caused more than a score to fall out with their sweethearts. We do not blame the girls, they couldn't help it; it is a sin to turn such a man loose in society to go around breaking hearts, as he does. Now as to Brother Morgan, he was

Johnny on the spot, everywhere at once, especially if he was needed. He tried to cut a figure among the ladies but did not make much of a show, for someone was always reminding him of what was coming when he got home. Bro. Jim Cairnes had no snow, for he was handicapped by the presence of his wife. Brother McCarty did not show up until dinner was announced, and did not leave until after everything to eat had disappeared. He is not to blame, for he is only a boy, tips the beam at 290 and still growing, I think that has something to do with his appetite. Next comes our Chief Engineer; well, he is "it," he danced so long and hard that it took his wife and all the neighbors three days to rub the rheumatism out of his bones. Hoping this will not find the waste basket, for if it does it might discourage me from writing again, I am fraternally yours,

R. L. EAKER, F. A. E. of Div 225.

THE visit of Warren S. Stone, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, of Cleveland, and Mrs. W. A. Murdock, Grand President of the Ladies' Auxiliary, of Chicago, to Terre Haute on June 24 was the occasion of a brilliant reception, at which there were almost two hundred people present. The rooms in the building were decorated in carnations, evergreen and American flags, and at the foot of the platform on which the various speakers sat was a bank of palms. Breinig's Orchestra and the Centenary Quartet gave excellent musical selections during the evening.

The first part of the reception was given to addresses and music. John Redmond, Chief Engineer of Div. 25, presided and introduced the speakers in a pleasing manner. The invocation was given by the Rev. U. G. Leazenby, pastor of the First Methodist Church.

Following the invocation Mayor Bidaman gave an address of welcome in which he made many complimentary remarks to railroad men in general and particularly to the railroad organizations. He spoke of the worth of railroad men, both officials and employees, to a community, and praised highly the class of men who manage and who are employed by Terre Haute roads.

J. M. Lindley, road foreman of engines of the Vandalia Line, followed, who spoke of the evolution which has taken place in respect to the higher grade of morality that is permeating railroad life and of the ennobling influence it is having on the men and their lives. He paid several terse compliments to the Brotherhood of Engineers, and closed expressing wishes for a continuance of the same feeling that is

now existing between employer and those employed.

Following Mr. Lindley was an address by Auditor W. S. Roney, of the Vandalia Line. He opened his talk with several short humorous stories that touched closely railroad life and suggested incidents that have happened to almost every railroad man. His address dealt particularly with the interior workings of the road and in several short examples he showed how many men are actually needed for safe transportation, while the average traveler rarely thinks of more than the conductor or the engineman.

John L. Davis, Chief Train Dispatcher and Division Operator of the Vandalia Line, next gave an address. His talk was brief but brought out one of the most important parts of railroad work, the close relationship that exists between the train dispatcher and the engineman. He showed the safety to life and property and the great responsibility that depends primarily on this relationship, which is, perhaps, the closest relationship borne between any two men in any work of life, each man working hand in hand with the other and in perfect accord.

Following Mr. Davis was an address by the Rev. Victor A. Schnell, rector of St. Patrick's Church. He spoke of the motto of the Brotherhood, "Justice, Truth, Sobriety and Morality," and dwelt for a short time on each part, speaking of the immense value of these qualities to any life and of the worth of each alone and as combined with the others.

Mrs. Murdock, President of the Ladies' Auxiliary, gave a short talk relative to the work of the Auxiliary and of its origin and life. She spoke of the value of the organization as an incentive to social life, and also to the morality of the members. She also spoke of the effect that such an auxiliary has on the home life.

Mr. Stone's address was very brief and dealt principally with the purpose of the Brotherhood. He gave some interesting statistics concerning the growth of the organization and also concerning the present standing, both financially and in reputation. He talked of the tactics which are used by the organization to avert strikes and to instigate a friendly feeling with both employer and also with men who are not members of the Brotherhood.

The program closed with a drill by the members of the local Auxiliary. The remainder of the evening was given to old-fashioned dances in which fifty or sixty couples took part.

Visitors from Logansport came in a special train.—*Vandalia Times*.

On Monday night, Feb. 6, the members of Div. 224, the oldest Division in Mexico, and of Div. 669, the youngest in Mexico,

met in joint session at the Division hall of the latter. The occasion of the meeting was the election and installation of officers of Div. 669, which had been instituted by Bro. H. D. Rogers, C. E. of Div. 224, assisted by several other Brothers of his Division on January 29. At the time of the organization of the new Division the offices were filled temporarily by appointment.

Bro. M. W. Cadle, A. G. C. E., who was making an official visit to all Divisions in Mexico, and had been attending the Union Meeting of the O. R. C. and B. of L. E. held in Mexico City on the 6th, was present and gave some valuable instruction to the new Division, which was appreciated by all present, who included not only the members of Div. 224 and 669, but also Brother Pierce of Monterey, Brother Holmes of Acambaro, Bros. Hally, Wood and Englebright of Pueblo, Brother Russell of Aguas Calientes, Brother Kroft of Chihuahua, Brother McCormack of Monclova, Brother Rayer of San Luis Potosi and Brother Faris of Jimulco, who were delegates to the Union Meeting with the O. R. C.

Brother Cadle emphasized the necessity for faithful attention to duty on the part of officers and faithful attendance on the part of members, and strict compliance with the law in all cases. Bro. I. M. Hutchinson of Div. 224, President of the Mexican Car Factory and general agent for the American Locomotive Co., was called upon for an address and responded with a few eloquent words of encouragement, closing with a generous offer to present the new Division with a full set of the necessary paraphernalia.

Before adjournment, a vote of thanks to Brother Cadle for his address and presence at the meeting was unanimously passed, as well as a vote of thanks to Brother Hutchinson for his generosity to and sympathy with the new Division.

Brother Hutchinson remains a loyal member of the B. of L. E., though it has been some years since he left the service and became identified with the great and varied enterprises that have brought him well merited success. DELEGATE.

On Feb. 2, 1905, Holston Div. 239, B. of L. E., had a call meeting for the purpose of listening to Assistant Grand Chief, Bro. H. E. Wills.

The meeting was called to order by our General Chairman, Bro. J. I. Whiddon, who made a short talk, then introduced Brother Wills, who talked for two full hours, giving good advice, encouragement and admonition, and often referring to the portrait of grand old Brother Arthur hanging on the wall, and of the good he had done, and of his being responsible for so many Brothers now owning nice, beau-

tiful homes, and through him this Brotherhood had attained the high standard it now holds. At the close of his address came short speeches.

At 4 P. M., a committee of Div. 71, auxiliary to Div. 239, were admitted and very cordially invited us to the adjoining hall, where a repast awaited us. The invitation was very readily accepted, and our meeting then adjourned until 7:30 P. M., and proceeded to the adjoining hall.

After the banquet Brother Whiddon, our General Chairman, addressed the Brothers and Sisters, and urgently requested the Sisters to look into the privilege of the insurance and see that their husbands carried their full limit, and to take it upon themselves to see that the assessments were paid each month before they were classed among the delinquents.

Brother Wills then addressed the Sisters complimenting them on their cooking, and referred to their Grand President in complimentary terms, and then requested the Sisters to urge their husbands to attend their Division meetings as regularly as possible.

Mrs. W. J. Caldwell, President, in behalf of the Auxiliary, presented Brother Mills with a bouquet of white roses.

At 7:30 P. M. the gavel sounded in our hall and the Brothers came to order, and were given the pleasure of having Mr. G. R. Loyal, Supt. of the Knoxville Division of Southern Ry., as our guest.

Brother Widdon made a short talk and then called on Superintendent Loyal, who made a short address in which he urged the engineers to live up to the rules of the company and try and reduce the number of accidents. Mr. Loyal closed by thanking us for the privilege of meeting with us.

Brother Whiddon then called Brother Wills, who explained the principles of our Brotherhood and what it would and what it would not stand for, and urging the Brothers to live closely to the rules and not let the cause of accidents be traced to the engineers.

At the close of Brother Wills' remarks, Mr. Loyal retired, and short speeches were made by all present. Eleven o'clock having arrived all too soon, the meeting adjourned.

We all enjoyed the evening very much and seldom witnessed such interest manifest among the Brothers present. It being the first time a Grand Officer had met with us since 1894, each Brother present feels that not only he, but the whole order, will reap benefit from Brother Wills' visit to Knoxville.

J. D. BISHOP, F. A. E. Div. 239.

SPECIAL NOTICES.

Will Bro. Charles Chase correspond with Bro. Thomas O'Donnell, F. A. E., Div. 44, Lock Box 104,

Rawlins, Wyo.? When last heard from he was on a road in Mexico.

Any one knowing the whereabouts of Geo. W. Flanders, or maybe better known in the West as James Flanders, an engineer, will confer a favor by addressing Mrs. Minnie Hayes Colcord, 14 Henry St., Haverhill, Mass.

Will J. W. Short correspond with Bro. O. D. Morris, F. A. E., Div. 378, 730 Ross St., Springfield, Mo.

The address of J. W. Yocum, formerly a member of Div. 187, Fort Worth, Tex., is very much desired by his wife, who reports that she is in great need. Address Mrs. Sallie Yocum, Sapulpa, I. T.

Will Bro. C. H. Hopkins please correspond with Bro. R. M. Slaughter, F. A. E., Div. 442, 514 Monroe Ave., Jonesboro, Ark.?

Will Bro. F. J. Whitney please correspond with Bro. C. P. Shufelt, F. A. E., Div. 312, South Walpole, Mass.? When last heard from, about one year ago, he was firing a heating plant in New York City.

The traveling card of Bro. W. A. Jackson, dated Jan. 21, 1905, has been lost or stolen. If presented, please take up and send to Bro. J. F. Barbour, F. A. E., Div. 224.

Wanted—To know the whereabouts of W. L. Neal, who was last heard of in Memphis, Tenn., last April. Any one knowing his whereabouts will confer a favor by writing to Rose Neal, Stinesville, Ind.

Information is wanted of the whereabouts of the son and daughter of Bro. John J. Savan, deceased. The son's name is John, the daughter's Minnie Scott Savan, supposed to live in Detroit, Mich. Brother Savan's last service was on the Central Pacific, out of Wadsworth, Nevada. Address Edgar Shepley, Admr., Sparks, Nev., C. E. Div. 158.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately:

Division—	Division—
435—Thos. McKeever.	496—Lincoln Grow.
504—E. E. Cowan.	

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Parsons, Kan., Jan. 20, of paralysis, Bro. Wm. H. Clark, member Div. 179.

Shawnee, Tenn., Jan. 22, killed in a wreck, Bro. M. J. Mooney, member of Div. 455.

Wichita, Kan., Jan. 13, Bro. Albert Gray, member of Div. 364.

Detroit, Mich., Jan. 14, committed suicide, Bro. Geo. Burchill, member of Div. 1.

Meadville, Pa., March 4, 1904, Bro. A. B. Atwood, member of Div. 43.

Meadville, Pa., July 17, 1904, Bro. W. B. Sweetman, member of Div. 43.

Meadville, Pa., Sept. 2, 1904, Bro. W. C. Burr, member of Div. 43.

Meadville, Pa., Sept. 30, 1904, Bro. G. S. Howden, member of Div. 43.

Chicago, Ill., Jan. 13, Bro. Thomas Derbyshire, member of Div. 19.

Springfield, Ill., Jan. 26, Bro. C. L. Rouen, member of Div. 19.

Troy, N. Y., Jan. 25, of heart failure, Bro. Alton H. Wilson, member of Div. 87.

Lafayette, Ind., Jan. 23, killed, engine derailed, Bro. Lindsay Burchett, member of Div. 492.

Garrett, Ind., Jan. 26, killed in wreck, Bro. P. J. Shannon, member of Div. 153.

Philadelphia, Pa., Jan. 26, of exposure in a blizzard, Bro. Wm. E. Wise, member of Div. 45.

Buffalo, N. Y., Jan. 4, Bro. C. J. Maurer, member of Div. 15.

McKees Rocks, Pa., Dec. 19, 1904, Mrs. Margaret Cox, mother of Bro. Frank Cox, member of Div. 148.

Hinton, W. Va., Jan. 19, killed by jumping from his engine, Bro. J. B. Keesey, member of Div. 101. Grafton, W. Va., Jan. 19, Eliza Stone, mother of Bro. W. C. Stone, member of Div. 284.

Montreal, Can., Dec. 6, 1904, of Bright's disease, Bro. C. St. Denis, member of Div. 89.

Phillipsburg, N. J., June —, 1904, Bro. J. M. Crevellry, member of Div. 30.

Augusta, Ga., Feb. 2, Bro. A. G. Toy, member of Div. 323.

Spencer, N. C., Jan. 27, Bro. R. O. Ferryear, member of Div. 375.

Jersey City, N. J., Jan. 26, Bro. Anthony Denton, member of Div. 53.

Jersey City, N. J., Feb. 1, Bro. James Norton, member of Div. 53.

Columbus, O., May 11, Bro. John Killroy, member of Div. 34.

Columbus, O., Oct. 31, 1904, Bro. Lyons, member of Div. 34.

Columbus, O., Dec. 12, 1904, Bro. Malloy, member of Div. 34.

Athens, O., Nov. 26, 1904, Bro. Van Voorhease, member of Div. 34.

Bloomington, Ill., Jan. 31, of kidney trouble, Bro. A. W. Kinne, member of Div. 220.

Hooper, Neb., Nov. 12, 1904, of hemorrhage of bladder, Bro. J. S. Hough, member of Div. 259.

Indianapolis, Ind., Feb. 4, of heart trouble, Bro. Wm. Platt, member of Div. 11.

Savannah, Ga., Feb. 2, of appendicitis, Bro. Wm. A. Colvin, member of Div. 646.

Savannah, Ga., Jan. 28, killed in an accident, Bro. Wm. Guilfoyle, member of Div. 646.

Tipton, Ind., Feb. 5, Bro. S. A. Carter, member of Div. 120.

Rocky Mount, N. C., Dec. 13, 1904, Bro. G. F. Home, member of Div. 314.

Raisin Center, Mich., Feb. 4, killed in a wreck, Bro. S. T. Stone, member of Div. 248.

St. Louis, Mo., Jan. 30, Bro. T. J. Sullivan, member of Div. 278.

Niles, O., Jan. 29, killed by his engine turning over on him, Bro. Ellsworth Fryman, member of Div. 522.

Bucyrus, O., Feb. 3, of brain paralysis, Bro. Jos. A. Stewart, member of Div. 124.

Streator, Ill., Feb. 5, of injuries received by chaining car, Bro. Wm. Danewood, member of Div. 354.

Port Jervis, N. Y., Jan. 25, Bro. Lyman M. Lockwood, member of Div. 54.

Tacoma, Wash., Jan. 30, of dropey, Bro. Andrew McClelland, member of Div. 16.

Pittsburg, Pa., Jan. 28, Bro. H. B. Hunt, member of Div. 50.

Camak, Ga., Feb. 1, Bro. A. G. Toy, member of Div. 323.

Atlanta, Ga., Dec. 24, 1904, Bro. J. C. Butler, member of Div. 498.

Detroit, Mich., Feb. 7, John W. Carney, father of Bro. William and Joseph Carney, members of Div. 1.

Chanute, Kan., Feb. 7, Bro. John B. Blake, member of Div. 214.

Worcester, Mass., Feb. 8, committed suicide, Bro. Josiah S. Lovejoy, member of Div. 64.

Portsmouth, O., Jan. 17, Bro. Joseph Theobald, member of Div. 72.

Ottawa, Ont., Jan. 19, Bro. W. R. Faucett, member of Div. 469.

Columbus, O., Sept. 21, 1904, Bro. W. D. Simon-ton, member of Div. 72.

Springfield, Ill., Feb. 11, of tuberculosis, Della, oldest daughter of Brother Hornberger, member of Div. 655.

Meridian, Miss., Feb. 11, killed by his engine going into a washout, Bro. Fred Heim, member of Div. 537.

Delphi, Ind., Feb. 10, killed in rear-end collision, Bro. John H. Ferguson, member of Div. 548.

Carnegie, Pa., Feb. —, Mrs. Jessie Whitten, wife of Bro. John Whitten, member of Div. 416.

Seattle, Wash., Feb. 6, killed in accident, Bro. Robert E. Love, member of Div. 399.

Mechanicsville, N. Y., Jan. 13, Miss Mary

Waters, daughter of Bro. M. J. Waters, member of Div. 418.

Gloversville, N. Y., Jan. 22, Mrs. Ada Cody, sister of Bros. H. C. and N. D. Munson, members of Div. 418.

Wheeling, W. Va., Feb. 8, committed suicide, Bro. Andrew Goudy, member of Div. 551.

Freeport, Ill., Feb. 5, of consumption, Mrs. Harriet Hagedorn, wife of Bro. Henry Hagedorn, member of Div. 27.

Ellerslie, Md., Feb. 6, Bro. Jeremiah Gardiner, member of Div. 437.

Homestead, Pa., Feb. 6, of enlargement of the spleen, Bro. John J. Cutter, member of Div. 370.

Hinton, W. Va., Feb. 10, of typhoid pneumonia, Bro. Ira J. Meadows, member of Div. 101.

Albany, Ore., Jan. 8, of pneumonia, Bro. D. McCarthy, member of Div. 476.

Albany, N. Y., June 24, 1904, of heart failure, Bro. W. R. Miller, member of Div. 46.

Toronto, Ont., July 13, 1904, Bro. Charles Morgan, member of Div. 70.

Toronto, Ont., Sept. 28, 1904, Bro. Thomas Heron, member of Div. 70.

Port Jervis, N. Y., Feb. 11, Bro. Robert Taylor, member of Div. 54.

West Chester, Pa., Feb. 5, Bro. Harry C. Walters, member of Div. 51.

Salida, Colo., result of collision Oct. 15, 1904, Bro. J. C. Boosinger, member of Div. 29.

Silas, Mex., Feb. 5, Bro. Wm. T. Ragland, member of Div. 587.

Silas, Mex., Feb. —, of blood poisoning, Mrs. Cora McFarlin, wife of Bro. Peter McFarlin, member of Div. 587.

New Castle, Pa., Feb. 6, Bro. David L. Weaver, member of Div. 411.

Omaha, Neb., Feb. 15, Miss Cecilia Ida Johnson, daughter of Bro. Adam Johnson, member of Div. 183.

Chanute, Kan., Feb. 7, killed by side rod breaking, Bro. John Blake, member of Div. 214.

Nashville, Tenn., Jan. 27, killed in a collision, Bro. Wm. J. Rea, member of Div. 129.

Nashville, Tenn., Jan. 27, killed in a collision, Bro. Joe B. Suggs, member of Div. 129.

Oneonta, N. Y., Feb. 18, 1904, Bro. Wm. Rhode, member of Div. 58.

Brightwood, Ind., Feb. 14, of heart failure, Bro. J. B. Caskey, Chief Engineer Div. 121.

Philadelphia, Pa., Dec. 25, 1904, Bro. R. Stewart, member of Div. 51.

Philadelphia, Pa., Oct. 30, 1904, Bro. Wm. C. Roberts, member of Div. 51.

Philadelphia, Pa., Feb. 1, 1904, Bro. P. L. Cooper, member of Div. 51.

Philadelphia, Pa., June 20, 1904, Bro. Wm. C. County, member of Div. 51.

Philadelphia, Pa., June 30, 1904, Bro. W. O. Goodwin, member of Div. 51.

Milwaukee, Wis., Oct. 8, 1904, Bro. Henry Coad, member of Div. 66.

Milwaukee, Wis., Aug. 27, 1904, Bro. M. L. Gorman, member of Div. 66.

Milwaukee, Wis., Feb. 5, 1904, Bro. H. C. Gebhardt, member of Div. 66.

Milwaukee, Wis., Feb. 27, 1904, Bro. N. O. Moulton, member of Div. 66.

Terrell, Tex., Feb. 13, Bro. J. F. Wilson, member of Div. 219.

Hartford, Conn., Dec. 18, 1904, of pneumonia, Bro. Girard Burr, member of Div. 205.

Denver, Colo., Jan. 26, Mrs. E. B. Palmer, mother of Bro. Wm. L. Palmer, member of Div. 10.

Mattoon, Ill., Jan. 29, Bro. J. F. Stewart, member of Div. 37.

Manchester, Va., Feb. 6, Mrs. B. C. Morrisette, wife of Bro. E. E. Morrisette, member of Div. 321.

Springfield, Mass., Oct. 31, 1904, Bro. W. G. Ham, member of Div. 63.

New Haven, Conn., Nov. 19, 1904, Bro. S. G. Nicholson, member of Div. 77.

New Haven, Conn., Nov. 1, 1904, Bro. M. C. Pillsbury, member of Div. 77.

Bellefontaine, O., Jan. 10, of apoplexy, Bro. Brock Quigley, member of Div. 121.

Toledo, O., Feb. 12, Bro. Henry Bruggemeir, member of Div. 457.

Erie, Pa., Feb. 12, Bro. John H. Moore, member of Div. 298.

Cleveland, O., Dec. 30, 1904, of Bright's disease, Gertrude Preuter, daughter of Brother and Mrs. W. B. Preuter, First Grand Engineer. Funeral service in Cleveland. Burial in Toronto, Can.

Nevada, Mo., Feb. 9, Bro. Ed. O'Connor, member of Div. 359 and honorary member of the G. I. D. Brother O'Connor was born August 27, 1837, and was one of the most widely known members of the order. In literature known as "Mickie Free." He attended the Richmond Convention as a delegate of Div. 359, in 1888, Atlanta in 1892, and continued at St. Paul, Ottawa, St. Louis, Milwaukee, Norfolk and Los Angeles, where he took a leading part in the deliberations. He was made an honorary member of the Grand Body at the St. Louis sitting, which was a unanimous expression of good-will and appreciation of his social and intellectual worth.

ADMITTED BY TRANSFER CARD.

Into Division—

- 179—John Edward Bain, from Div. 587.
 364—J. J. Sullivan, from Div. 569.
 66—A. Schloegel, from Div. 203.
 363—W. A. Sears, from Div. 72.
 450—W. G. Prindle, from Div. 196.
 452—Chas. E. Farrell, from Div. 316.
 552—J. W. Allison, from Div. 236.
 120—J. D. Rauth, from Div. 565.
 511—E. D. Foster, from Div. 85.
 L. I. Ramsey, from Div. 48.
 613—Rudolph Burser, from Div. 354.
 James Quinn, from Div. 394.
 370—Samuel A. Irwin, from Div. 45.
 Geo. W. Logue, from Div. 448.
 593—James H. Sharp, from Div. 222.
 635—E. W. Shuck, F. S. Retalick, from Div. 424.
 J. H. Colabine, from Div. 466.
 86—L. E. Freeman, from Div. 391.
 623—Thos. O'Rourke, from Div. 44.
 Chas. W. Stephens, from Div. 120.
 171—Ralph Guile, from Div. 47.
 179—Pat Smith, from Div. 232.
 59—A. C. Munden, from Div. 439.
 671—B. L. Apker, Henry A. Ball, Frank B. J. Bickle, Dell Dennis, Robert Dizzard, Stephen Douglass, Osmar C. Draper, John Ferguson, H. E. Gibson, Sam Goldberg, Fred A. Gordon, M. D. Greiner, Henry Kooyer, Henry F. Loomis, D. M. Mackay, Walter R. Robinson, Geo N. Wilson, from Div. 494.
 Frank M. Barton, Frank S. Barnes, from Div. 266.
 175—Clifton Dass, from Div. 317.
 644—M. J. Sweeney, from Div. 357.
 445—James McLindon, from Div. 13.
 343—J. C. Venable, from Div. 146.
 423—S. P. Waddy, from Div. 156.
 600—Ed Leslie, from Div. 130.
 W. F. Kooatz, from Div. 362.
 Wm. Ogle, from Div. 146.
 60—F. F. Shaw, from Div. 277.
 504—Herman Johnson, from Div. 274.
 5—B. F. Peck, from Div. 237.
 618—George Behm, from Div. 66.
 498—W. S. Mell, from Div. 628.
 W. A. Van Noy, from Div. 177.
 W. F. Clary, from Div. 323.
 390—Chas. E. Hathaway, from Div. 499.
 186—J. M. Freckman, from Div. 623.
 262—M. H. Basher, from Div. 161.
 614—Frank Richardson, from Div. 594.
 599—D. F. Hart, from Div. 595.
 415—E. A. Hunter, from Div. 476.
 603—Carlisle Jenkins, from Div. 628.
 500—John R. Lee, from Div. 206.

399—James R. Watson, from Div. 499.

299—H. H. Robinson, from Div. 284.

119—James Kane, from Div. 494.

457—William Karre, from Div. 248.

466—F. J. Williams, from Div. 174.

WITHDRAWALS.

From Division—

43—Frank Shirtleff.

343—Scott McMonigle.

228—M. B. Lowman.

37—Robert T. Clark.

From Division—

574—H. D. Bell.

504—Andrew Holmes.

136—J. G. Evers.

REINSTATEMENTS.

Into Division—

648—Chas. T. Beavers.

193—W. C. Wright.

379—J. H. Snyder.

552—Robt. D. Redmond.

29—W. G. Pennington.

354—J. F. Walsh.

107—F. M. Shultz.

441—F. Korber.

D. F. Hurley.

271—E. A. Lyman.

J. Quinlin.

209—Patk. Fitzsimmons.

343—Thos. Davis.

Wm. Miller.

124—Henry F. Hitchins.

145—Thos. J. Flanagan.

50—W. H. Thompson.

452—J. C. Herspenger.

188—Geo. Blackburn.

498—A. G. Boon.

Jack Goodwyn.

G. H. Pinkston.

61—C. H. Woodman.

Into Division—

379—Ben Richardson.

39—Geo. H. Danver.

476—F. L. Kinny.

510—Wm. Gould, rein-

stated through

Grand Office.

222—Edward Sarver.

500—Steve Rousseau.

456—J. J. Robinson.

37—W. J. Trigg.

I. M. Dawson.

M. J. Kief.

Samuel Cox.

135—Joseph Myers.

205—I. C. Sterner.

F. A. Taylor.

531—F. J. Meyers.

290—C. Davana.

269—Joseph Morrison.

500—C. W. Stone.

277—F. F. Shaw.

254—S. W. Bolenbaugh.

SUSPENSIONS.

From Division—

89—Joseph Hebert, ten months, for violation of obligation.

623—E. Hauchin, non-payment of dues and assessments.

628—L. L. Carson, six months, for intoxication while on duty.

108—J. H. Skiles, ninety days, for unbecoming conduct.

36—Michael Connors, six months, for intoxication.

EXPELLED.

FOR NON-PAYMENT OF DUES.

From Division—

70—S. Hunter.

J. Henkell.

R. Mitchell.

654—E. E. Smith.

501—W. E. Bennett.

461—Wm. H. Southern.

44—J. P. Byrnes.

M. Birney.

161—Wm. Osborn.

J. P. Moore.

197—J. J. Johnston.

W. S. Fraser.

F. Dempster.

11—L. L. Michael.

522—Robert McCann.

A. A. Hickerson.

J. J. Witherspoon.

L. C. Flenner.

Jas Wellwood.

130—J. C. Hadley.

F. B. Watkins.

John Griffith.

Ed. Fithers.

237—Chas Ball.

J. D. Bruce.

W. H. Buttermore.

W. S. Brundidge.

J. D. Clinton.

D. M. Deen.

From Division—

457—Edd Baddley.

333—H. H. Excell.

H. S. Gray.

H. P. Downing.

254—J. V. Houseman.

T. Gleason.

H. B. Kent.

Ed. McLaughlin.

J. P. Vaughn.

P. P. Glaeser.

H. H. Viall.

T. M. Hilliker.

Fred Carlson.

27—Thos. McFarlane.

67—B. Dickson.

439—A. H. Wallace.

268—E. W. Bates.

652—Fred L. Henry.

61—Daniel F. Smith.

366—A. T. Truett.

W. T. Sick.

448—W. E. Brumble.

G. G. Rough.

T. J. Rutledge.

J. R. Jewell.

R. L. Hinch.

205—J. J. Flattery.

63—S. E. Burnett.

77—W. H. Fisher.

FOR OTHER CAUSES.

- 1—Henry Copenhaver, for forfeiting insurance.
- 370—Sims Shuck, for keeping a saloon.
- 221—M. J. Smith, Wm. Petters, for non-payment of dues and forfeiting insurance.
- 161—A. G. Wright, A. G. Eddy, for non-payment of dues and forfeiting insurance.
- 105—John Tinney, for violation of obligation and non-payment of dues.
- 59—E. E. Hoyt, for non-payment of dues and forfeiting insurance.
- 292—M. S. Cooper, for forfeiting insurance.
- 52—C. E. Hubbard, for unbecoming conduct.
- 522—F. J. Hoffman, for non-payment of dues and forfeiting insurance.
- Thos. Baetler, for keeping a saloon.
- 553—Z. C. McClendon, for non-payment of dues and forfeiting insurance.
- 545—F. C. Van Allen, for non-payment of dues and forfeiting insurance.
- 254—M. D. Hover, for non-payment of dues and forfeiting insurance.
- 418—John J. Becker, for forfeiting insurance.
- 374—S. B. Adkins, for unbecoming conduct and defrauding his Division.

- 26—W. J. Burke, for misappropriation of Division funds.
- 323—John S. Reese, for drunkenness.
- 237—S. A. Clark, for unbecoming conduct.
- 496—G. R. Frey, for forfeiting insurance.
- 366—W. H. Davis, for forfeiting insurance.
- 448—J. S. Dunn, for intoxication.
- G. O. Shiffer, C. E. Hipes, for forfeiting insurance.
- W. B. Swartz, for not carrying his insurance.
- 276—Geo. E. Kingsley, for non-payment of dues and forfeiting insurance.
- 205—J. Fenton, for forfeiting insurance.
- 649—Thos. M. McFarlan, for forfeiting insurance.
- 574—J. L. Smedes, W. S. Hall, for forfeiting insurance.
- Geo. McNeillis, for defrauding his Division.
- 115—William C. Apgar, for conduct unbecoming a member, deserting his family, and vicious violation of his obligation to them and the Brotherhood.

The name of W. H. Rowling, expelled from Div. 38, should have been W. H. Bowling, for violation of obligation and morality.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have arranged with the Webb C. Ball Co., Watch Manufacturers, Cleveland, O., for three kinds of watches, which we are offering as premiums:

- 1st. **The Ladies' Queen Watch**, 17 jewelled, 14 karat gold filled case. Selling price, \$30.00. To obtain this send us \$30.00 with the names of 30 subscribers.
- 2nd. **Gentlemen's B. of L. E. Standard**, 17 jewelled, 14 karat gold filled case. Selling price, \$50.00. To obtain this, send us \$75 and the names of 75 subscribers.
- 3rd. **Gentlemen's 21 Jewelled**, 14 karat gold filled case. Selling price, \$60.00. To obtain which send us \$100.00 and the names of 100 subscribers. Money must accompany the names of bona fide subscribers.

Those who contemplate working for one of these premiums should begin now, so as to have the JOURNAL start with Vol. 39, January, 1905.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name..... Division No.....

Box or Street and No.....

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Postoffice..... State.....

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION.

Official Notice of Assessments 748-753.

SERIES F.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, March 1, 1905. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS. — You are hereby notified of the death or disability of the following members of the Association:

Six Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.50 from all who are insured for \$750, \$3.00 from all who are insured for \$1,500, \$6.00 from all who are insured for \$3,000, and \$9.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer

within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
696	David O'Connell.	35	583	Apr. 5, 1903.	Dec. 7, 1904.	Pneumonia	\$ 750	Ellen O'Connell, m.
697	R. E. Meldim.....	69	210	Aug. 21, 1883.	Dec. 28, 1904.	Right eye removed	3000	Self.
698	Frank D. Curry.....	33	539	July 6, 1902.	Dec. 30, 1904.	Killed.....	1500	May B. Curry, w.
699	Jacob A. Myers.....	43	120	May 1, 1891.	Jan. 1, 1905.	Killed.....	1500	Mrs. J. A. Myers, w.
700	Geo. W. Bush.....	63	524	Sept. 15, 1885.	Jan. 1, 1905.	Right eye removed	3000	Self.
701	A. F. Carrico.....	33	284	Nov. 1, 1892.	Jan. 1, 1905.	Killed.....	1500	Mrs. A. F. Carrico, w.
702	David Patrick.....	40	386	Oct. 11, 1900.	Jan. 8, 1905.	Rt. leg amputated.	3000	Self.
703	Jas. M. Small.....	33	601	Mch. 21, 1903.	Jan. 10, 1905.	Cardiac disease.....	1500	Mrs. E. M. Small, w.
704	T. J. O'Conner.....	34	603	Jan. 14, 1902.	Jan. 10, 1905.	Septicæmia.....	1500	Rose O'Conner, w.
705	B. F. Harrison.....	31	156	Jan. 10, 1904.	Jan. 12, 1905.	Killed.....	1500	Mrs. B. Harrison, m.
706	R. T. Harmon.....	24	511	Jan. 2, 1905.	Jan. 12, 1905.	Killed.....	1500	Kate Harmon, w.
707	Albert Gray.....	38	364	Dec. 5, 1904.	Jan. 13, 1905.	Shot.....	1500	Ora B. Gray, son.
708	C. V. Daugherty.....	44	511	Jan. 18, 1901.	Jan. 13, 1905.	Right eye removed	3000	Self.
709	Geo. W. Burchell.....	40	1	July 22, 1894.	Jan. 14, 1905.	Carb. acid poison'g	1500	Mrs. M. L. Burchell, w.
710	John P. Gray.....	34	11	Aug. 13, 1904.	Jan. 14, 1905.	Heart failure.....	1500	Jennie M. Gray, w.
711	Saml. T. Lowery.....	48	74	Jan. 8, 1885.	Jan. 14, 1905.	Hemorrhage.....	4500	{ Mrs. Francis J. Kel- ler, Executor.
712	J. H. Davis.....	60	157	Apr. 27, 1885.	Jan. 14, 1905.	Paralysis.....	3000	Mrs. J. H. Davis, w.
713	W. A. Blodgett.....	48	330	Jan. 12, 1902.	Jan. 19, 1905.	Pneumonia.....	1500	Lucy Blodgett, w.
714	W. K. Faucett.....	27	469	July 6, 1902.	Jan. 19, 1905.	Typhoid fever.....	750	Mrs. G. H. Faucett, m.
715	A. Slyfield.....	67	176	May 22, 1871.	Jan. 19, 1905.	Convulsions.....	3000	{ Mrs. F. M. Maraden, Mrs. L. L. Martin, Mrs. J. G. Smith, daughters.
716	John A. Ross.....	36	312	Oct. 22, 1902.	Jan. 20, 1905.	Killed.....	750	Mrs. Jessie Ross, w.
717	O. C. Wassweiler.....	37	419	Nov. 10, 1902.	Jan. 21, 1905.	Typhoid fever.....	750	E. P. Wassweiler, w.
718	Wm. Ingram.....	45	465	Nov. 27, 1883.	Jan. 22, 1905.	Blood poison.....	3000	Mrs. Wm. Ingram, w.
719	M. J. Mooney.....	34	455	May 11, 1902.	Jan. 22, 1905.	Killed.....	1500	Mrs. L. T. Mooney, w.
720	John E. Beckwith.....	69	79	Aug. 18, 1868.	Jan. 23, 1905.	Killed.....	3000	Mrs. J. E. Beckwith, w.
721	W. A. Denton.....	67	53	June 23, 1884.	Jan. 26, 1905.	Cerebral embolism	3000	{ Mrs. M. E. Bird, d. Willie H. Denton, s.
722	L. M. Lockwood.....	58	54	Feb. 3, 1873.	Jan. 26, 1905.	Killed.....	3000	Sarah E. Lockwood, w.
723	P. J. Shannon.....	35	153	Mch. 12, 1889.	Jan. 26, 1905.	Killed.....	1500	Louisa Shannon, w.
724	P. J. Gryson.....	40	608	May 10, 1903.	Jan. 26, 1905.	Killed.....	1500	Emma Gryson, w.
725	Wm. E. Wise.....	52	45	Oct. 1, 1886.	Jan. 26, 1905.	Uræmia.....	4500	Estate.
726	R. O. Puryeon.....	40	375	Mch. 26, 1902.	Jan. 27, 1905.	Killed.....	3000	Mrs. M. M. Puryeon, w.
727	J. B. Sugg.....	51	129	Aug. 17, 1898.	Jan. 27, 1905.	Killed.....	4500	Mrs. Jennie Sugg, w.
728	John A. Tschapl.....	30	399	Mch. 8, 1903.	Jan. 27, 1905.	Eye removed.....	1500	Self.
729	Wm. J. Rea.....	44	129	July 27, 1892.	Jan. 27, 1905.	Killed.....	4500	Mrs. W. J. Rea, w.
730	T. F. Van Scozoe.....	68	467	May 17, 1891.	Jan. 28, 1905.	Pneumonia.....	1500	Belle Van Scozoe, w.
731	Wm. Guilfoyle.....	44	646	June 1, 1904.	Jan. 28, 1905.	Killed.....	1500	{ Eugene and Joseph Guilfoyle, bros.
732	E. Tryman.....	40	522	May 22, 1904.	Jan. 29, 1905.	Killed.....	4500	Mrs. F. E. Tryman, w.
733	Jas. T. Stewart.....	33	37	Dec. 8, 1904.	Jan. 29, 1905.	Apoplexy.....	1500	Belona Stewart, w.
734	Thos. Sullivan.....	37	278	Apr. 13, 1895.	Jan. 30, 1905.	Pneumonia.....	1500	Mrs. M. Sullivan, m.
735	Jas. Norton.....	60	53	Dec. 21, 1884.	Jan. 31, 1905.	Heart disease.....	3000	Mrs. Alice Norton, w.
736	A. W. Kinne.....	55	220	June 25, 1886.	Jan. 31, 1905.	Heart disease.....	1500	
737	A. G. Toy.....	38	323	Nov. 10, 1901.	Feb. 1, 1905.	Pneumonia.....	1500	Missa Ella Toy, s.
738	R. C. Wilhelm.....	36	368	Jan. 8, 1903.	Feb. 1, 1905.	Killed.....	4500	Ida E. Wilhelm, w.
739	J. M. Tull.....	33	336	June 25, 1887.	Feb. 1, 1905.	Blind left eye.....	4500	Self.
740	W. S. Lord.....	32	304	Mch. 20, 1904.	Feb. 2, 1905.	Killed.....	1500	Mrs. Ada Lord, w.
741	Alfred Moulder.....	64	250	Dec. 15, 1885.	Feb. 2, 1905.	Heart failure.....	3000	Mrs. P. H. Moulder, w.
742	Wm. Colvin.....	38	646	Dec. 6, 1900.	Feb. 2, 1905.	Appendicitis.....	3000	Nellie J. Colvin, w.
743	S. T. Stone.....	56	248	Apr. 10, 1877.	Feb. 4, 1905.	Killed.....	1500	Sarah M. Stone, w.
744	Jas. Allen.....	55	46	Oct. 22, 1894.	Feb. 4, 1905.	Killed.....	3000	Mrs. Jas. L. Allen, w.
745	H. C. Walter.....	61	51	Jan. 18, 1893.	Feb. 4, 1905.	Paresis.....	4500	Mrs. H. C. Walter, w.
746	Wm. Danewood.....	38	354	Aug. 4, 1875.	Feb. 5, 1905.	Killed.....	1500	Eva Danewood, w.
747	J. Gardner.....	58	437	Aug. 2, 1890.	Feb. 6, 1905.	Apoplexy.....	1500	Nancy J. Gardner, w.
748	C. J. Adamson.....	42	207	Aug. 19, 1895.	Feb. 7, 1905.	Pneumonia.....	3000	Sallie Adamson, w.
749	John Blake.....	51	214	Jan. 7, 1878.	Feb. 7, 1905.	Killed.....	3000	Mrs. Annie D. Blake.
750	A. W. Goudy.....	35	551	Oct. 1, 1889.	Feb. 8, 1905.	Suicide.....	1500	{ Sophia Goudy, m. Huldah Goudy, w.
751	Wm. R. Schell.....	40	372	Oct. 9, 1888.	Feb. 8, 1905.	Killed.....	4500	Isabella Schell, w.
752	J. E. Buckley.....	41	485	Mch. 12, 1900.	Feb. 9, 1905.	Pneumonia.....	1500	Olive Buckley, w.
753	M. F. Garrett.....	52	291	Mch. 2, 1887.	Feb. 11, 1905.	Acute indigestion.....	3000	Children.

Total number of claims, 58. Total amount of claims, \$138,000.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
July 1, 1904.	Mrs. Mary Conway.....	463	Frank H. Babcock.....	576	\$300
Aug. 3, "	Mrs. M. F. Taylor.....	485	F. E. Meixner.....	343	1500
June 28, "	John Robinson.....	490	W. Speakman.....	497	1500
Aug. 19, "	Mrs. Margaret Halpin.....	512	J. H. Mack.....	4	1500
" 27, "	Cordelia Adams.....	537	H. J. Heilig.....	359	1500
Sept. 9, "	Laura B. Hansote.....	541	John A. Bowers.....	332	1500
		546	Thos. Duff.....	2	500

Acknowledgments—Continued.

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Sept. 20, 1904.	Mrs. D. H. Baldwin.....	549	P. H. De Guire.....	297	1500
" 22, "	Mrs. Anna Scheiderick.....	553	J. A. Cullen.....	395	1500
" 26, "	Mrs. Ada L. Rae.....	560	J. Hatchard.....	338	4500
" 26, "	Mrs. Maggie W. Daly.....	561	C. E. Moulton.....	457	3000
" 28, "	Mrs. Margaret Bucher.....	563	M. J. Carroll.....	14	3000
" 28, "	{ Mrs. Frances O'Neal.....	565	S. W. Brown.....	282	1500
	{ Miss Frances O'Neal.....				
" 29, "	Mrs. Alice M. Joyce.....	566	J. E. Dillingham.....	439	1500
Aug. 31, "	John Quinn.....	569	J. C. Terry.....	594	3000
Oct. 3, "	Mrs. L. D. Patterson.....	572	W. H. McCorkle.....	301	1500
" 9, "	Mrs. C. A. Hoxsie.....	576	Geo. E. Lapham.....	57	3000
Sept. 24, "	Mrs. W. A. Haning.....	582	John Cassell.....	34	3000
Oct. 5, "	{ Mrs. J. Scarlett.....	584	C. R. Bosworth.....	3	3000
	{ Hilda Scarlett.....				
	{ Mary E. Scarlett.....				
	{ Beneta Scarlett.....				
" 11, "	Mrs. Anna M. Lymer.....	585	K. A. Young.....	599	1500
" 12, "	Mrs. Minnie A. Zane.....	589	T. H. Joiner.....	32	1500
" 16, "	M. E. Clark.....	588	C. D. Day.....	460	4500
" 16, "	{ Mrs. J. O. Kidd.....	589	J. M. Derflinger.....	301	1500
	{ C. L. Kidd.....				
" 17, "	Mrs. Margaret F. Judd.....	590	F. M. Armstrong.....	161	1500
" 19, "	Mrs. James Evans.....	591	Wm. H. Peer.....	19	3000
" 21, "	Mrs. Cora E. Rullef.....	592	E. S. Freeman.....	288	750
" 21, "	Mrs. Mary Gregor.....	593	E. C. Conner.....	359	1500
" 23, "	Mrs. Mina Jacobs.....	595	D. I. Forsythe.....	386	1500
" 24, "	Mrs. Mary Arnold.....	597	B. V. Pitman.....	20	3000
" 26, "	Mrs. Cora Green.....	598	J. L. Flickling.....	210	1500
" 27, "	Mrs. P. H. West.....	599	E. Bosley.....	441	1500
" 29, "	Mrs. Cyrus Traster.....	600	W. H. Gillis.....	153	3000
" 29, "	Mrs. Lulu Brownfield.....	601	A. M. Powers.....	509	750
" 29, "	Mrs. Hannah Dauphin.....	602	Alex. Matheson.....	355	1500
" 30, "	Mrs. Eliza J. Roberts.....	603	J. E. Horne.....	51	3000
" 31, "	Mrs. Henry F. Lyon.....	604	John Cassell.....	34	1500
" 31, "	Mrs. Josie H. Ham.....	605	J. W. Mead.....	63	3000
" 31, "	{ Mrs. Oliver Erickson.....	606	John Manion.....	608	1500
	{ James Erickson, Guardian.....				
Nov. 1, "	J. P. Rood, Guardian.....	607	S. Garabrant.....	53	1500
" 1, "	Mrs. M. C. Pillsbury.....	608	J. H. Southworth.....	77	3000
" 2, "	Mrs. Cora D. Lasley.....	609	H. A. Proul.....	78	1500
" 4, "	Mrs. J. E. Hayward.....	610	R. H. Griffin.....	33	1500
" 4, "	Mrs. Mary Odenthal.....	611	Chas. Baguley.....	36	3000
" 4, "	Mrs. J. Cassell.....	612	A. Canvins.....	294	3000
" 6, "	Mrs. John E. Callinan.....	613	Jesse Newell.....	244	1500
" 8, "	Mrs. Anna O'Brien.....	614	Fred Rullman.....	160	1500
" 8, "	Mrs. Emma I. Woolley.....	615	Theo. Williamson.....	15	3000
" 13, "	Mrs. Sarah E. Smith.....	616	John H. Mack.....	4	1500

Financial Statement.

CLEVELAND, O., Feb. 1, 1905.

MORTUARY FUND FOR JANUARY.

Balance on hand Jan. 1, 1905.....	\$159,161 09
Paid in settlement of claims.....	96,750 00
Surplus.....	\$ 62,411 09
Received by assessments 613-16	
and back assessments.....	\$73,466 76
Received by assessments 648-51	401 10
Received by Special Mortuary	
Fund*.....	24,621 96
Received from members whose	
insurance was carried by As-	
sociation.....	1,516 70
Interest from July 1, 1904, to	
Jan. 1, 1905.....	1,544 32
Total in Bank Jan. 31, 1905.....	\$163,961 93

EXPENSE FUND FOR JANUARY.

Balance on hand Jan. 1, 1905.....	\$ 14,729 21
Received by admission fees.....	\$ 357 32
Interest from July 1, 1904, to	
Jan. 1, 1905.....	332 14
Total.....	\$ 15,418 67
Expenses during month of January.....	1,287 99
Total in Bank Jan. 31, 1905.....	\$ 14,130 68

*The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. F. HITCH, President

Statement of Membership.

FOR JANUARY, 1905.

<i>Classified, represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid as-				
essments 613-16.....	4,301	22,312	9,470	1,575
Members from whom as-				
essments 613-16 were				
not collected.....	625	2,237	740	36
Members carried by the				
Association.....	2	132	285	24
Applications and rein-				
statements received				
during month.....		361	79	16
Totals.....	4,928	25,042	10,574	1,651
From which deduct poli-				
cies terminated by				
death, accident, or				
otherwise.....	18	59	44	8
Total membership Jan.				
31, 1905.....	4,910	24,983	10,530	1,643
Grand total.....				42,066

M. H. SHAW, Gen'l Sec'y & Treas.

We Offer \$1,000

For a Disease Germ That Liquozone Can't Kill.

On every bottle of Liquozone we offer \$1,000 for a disease germ that it cannot kill. We do this to assure you that Liquozone does kill germs.

And it is the only way known to kill germs in the body without killing the tissues, too. Any drug that kills germs is a poison, and it cannot be taken internally. Medicine is almost helpless in any germ disease. It is this fact which gives Liquozone its worth to humanity; a worth so great that, after testing the product for two years, through physicians and hospitals, we paid \$100,000 for the American rights. And we have spent over one million dollars, in one year, to buy the first bottle and give it free to each sick one who would try it.

Acts Like Oxygen.

Liquozone is not made by compounding drugs, nor is there any alcohol in it. Its virtues are derived solely from gas—largely oxygen gas—by a process requiring immense apparatus and 14 days' time. This process has, for more than 20 years, been the constant subject of scientific and chemical research.

The result is a liquid that does what oxygen does. It is a nerve food and blood food—the most helpful thing in the world to you. Its effects are exhilarating, vitalizing, purifying. Yet it is an absolutely certain germicide. The reason is that germs are vegetables; and Liquozone—like an excess of oxygen—is deadly to vegetal matter.

Liquozone goes into the stomach, into the bowels and into the blood, to go wherever the blood goes. No germ can escape it and none can resist it. The results are inevitable, for a germ disease must end when the germs are killed. Then Liquozone, acting as a wonderful tonic, quickly restores a condition of perfect health. Diseases which have resisted medicine for years yield at once to Liquozone, and it cures diseases which medicine never cures. Half the people you meet—wherever you are—can tell you of cures that were made by it.

Germ Diseases.

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Liquozone attacks the germs, wherever they are. And when the germs which

cause a disease are destroyed, the disease must end and forever. That is inevitable.

Asthma	Hay Fever—Influenza
Abscess—Anæmia	Kidney Diseases
Bronchitis	La Grippe
Blood Poison	Leucorrhœa
Bright's Disease	Liver Troubles
Bowel Troubles	Malaria—Neuralgia
Coughs—Colds	Many Heart Troubles
Consumption	Piles—Pneumonia
Colic—Croup	Pleurisy—Quinsy
Constipation	Rheumatism
Catarrh—Cancer	Scrofula—Syphilis
Dysentery—Diarrhea	Skin Diseases
Dandruff—Dropey	Stomach Troubles
Dyspepsia	Throat Troubles
Eczema—Erysipelas	Tuberculosis
Fevers—Gall Stones	Tumors—Ulcers
Goitre—Gout	Varicocele
Gonorrhœa—Gleet	Women's Diseases

All diseases that begin with fever—all inflammation—all catarrh—all contagious diseases—all the results of impure or poisoned blood.

In nervous debility Liquozone acts as a vitalizer, accomplishing what no drugs can do.

50c. Bottle Free.

If you need Liquozone, and have never tried it, please send us this coupon. We will then mail you an order on a local druggist for a full size bottle, and we will pay the druggist ourselves for it. This is our free gift, made to convince you; to show you what Liquozone is, and what it can do. In justice to yourself, please accept it to-day, for it places you under no obligation whatever.

Liquozone costs 50c. and \$1.00.

CUT OUT THIS COUPON

for this offer may not appear again. Fill out the blanks and mail it to The Liquozone Co., 438 464 Wabash Ave., Chicago.

My disease is
I have never tried Liquozone, but if you will supply me a 50c. bottle free I will take it.

.....
.....

M 3-3

Give full address—write plainly.

Any physician or hospital not yet using Liquozone will be gladly supplied for a test.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS JOURNAL

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The illustration shows the largest and most powerful locomotive in the world, weighing 480,000 lbs., built by the American Locomotive Works for the Baltimore & Ohio R. R., and exhibited at the St. Louis Exposition. It is equipped with

Westinghouse Brakes and Friction Draft Gear

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The Westinghouse Air Brake Co.

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The Air Brake Builders

BROTHERHOOD OF
LOCOMOTIVE ENGINEERS
MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
807 SOCIETY FOR SAVINGS BLD'G, CLEVELAND, O.

Vol. XXXIX.

APRIL, 1905.

NUMBER 4.

Easter Thoughts.

The anniversaries of the birth and resurrection of Christ are the two great days of the year when all the people of the Christian world rejoice over the hope inspired by the life and example of the lowly Nazarene. On these days the people of many lands and many creeds, whether identified with any creed or not, all feel a kinship to the Church of Christ, sufficient to create a desire to commemorate His birth and resurrection. The celebration of His birth is the great festival of the home, in which His great lesson

of loving kindness is personified, while Easter is the glad consummation of hope inspired by His resurrection, hope of a future after this life which may bring joy, peace and rest in His kingdom, and this growing faith that man made in His image, who tries to emulate His example, may hope for life everlasting, is constantly enlarging the number who gladly join the great throng at the various places of worship and to have a part in the song of praise of Him who gave hope of a resurrection day. Millions observe the lenten season, with prayer and fasting, culminating with Easter and its glad tidings.



THE GARDEN OF GETHSEMANE WHERE JESUS WENT ON PALM SUNDAY AND WHERE HE WAS ARRESTED AFTER THE TREASON OF JUDAS.

We are more prosaic in America than in some of the older countries, but doubtless as earnest and sincere in our hopes in what we do to commemorate the beginning and the promise His life and resurrection give.

Russia is said to be the most extreme in its lenten season, which lasts seven weeks or forty-eight days instead of the usual custom of forty days, the period of the fast of our Lord in the wilderness. Passion week, where the Greek Church predominates, is exceedingly gloomy. Nearly everything is closed, wholesale business, the clubs, and all places of amusement,

of Christ, is brought from the holy place in the great cathedral and put in the center of the church; a sermon is preached and after vespers at 2 P. M., a figure of Christ painted or embroidered on an oblong piece of silk is provided and each of the audience lights a small candle and a procession is formed headed by boys bearing big candles, which marches from the altar to the tomb, the deacons bearing the cloth, typifying the body of Christ, on their heads and deposit it in the tomb. The great bell of Moscow tolls, and only tolls on Good Friday, except for the death of the emperor or the bishop of the province.



MOUNT OF OLIVES WHERE JESUS FORETOLD OF COMING EVENTS AND FROM WHICH HE IS SUPPOSED TO HAVE ASCENDED.

and musical instruments are silenced, not even a hand-organ is allowed upon the streets; but Passion week with all its gloom has at least a cleansing feature, as it is not only house-cleaning week, but every person must be thoroughly clean on Easter day, or they cannot attend church service; hence the bathing places are crowded, and those who can even buy new clothes for the occasion.

On Good Friday in Moscow they have a strangely impressive ceremony called the Burial of Christ, when a plain box covered with silk and gold, called the Tomb

of Christ, is brought from the holy place in the great cathedral and put in the center of the church; a sermon is preached and after vespers at 2 P. M., a figure of Christ painted or embroidered on an oblong piece of silk is provided and each of the audience lights a small candle and a procession is formed headed by boys bearing big candles, which marches from the altar to the tomb, the deacons bearing the cloth, typifying the body of Christ, on their heads and deposit it in the tomb. The great bell of Moscow tolls, and only tolls on Good Friday, except for the death of the emperor or the bishop of the province.

It is somewhat strange that the fable of the source of the bright colored Easter egg should have withstood the ages, like Santa Claus, and today we see the Easter egg and the hare always associated wherever they are displayed. The story

of the origin of the Easter egg and its association with the hare, places its inception in Germany, when, "Far back in the middle ages, the Duchess Rosalinde von Lindenburg fled with her children and servants to a little mountain village in Germany, as the safest place of refuge during her husband's absence in the wars. At that time chickens were unknown in that part of Germany and the duchess, wishing to aid the kindly peasant women, instructed her servant to bring with him, when he returned from bearing a message to her husband, a coop of the fowls. The chickens caused no end of wonder among the simple peasant people, and the eggs were highly appre-

this to the hare has been ascribed the laying of the Easter egg."

The love of children and the desire to please them, as well as to instill into their minds the importance of the day commemorating the Resurrection and hope of mankind, is doubtless accountable for the extension of the practice in all Christian countries.

In the celebration of Easter there are some features characteristic of country apparently differing because of environments, education and conditions of life. Florence has a very pretty one, differing from the colored egg and the hare to please children, both in the nature of fable, but that of Florence to please the



ROCK OF THE APOSTLES, PLACE OF JUDAS' TREASON FOR A FEW PIECES OF SILVER.

ciated by old and young. When Easter came, the duchess wished to give a festival for the children, but found she had little to give for either refreshments or presents save eggs. So the eggs were fixed and when the children came they were told to go out in the fields and hunt for nests. There among the green grass lay eggs gaily decorated, the first Easter eggs that the world had ever known. The children expressed great wonder that the hens could lay such beautiful eggs, when a little girl cried out, 'Oh, they didn't. I saw a little hare spring away from my nest as I came up and she must have laid the pretty eggs.' And from that day to

peasants. Of this it is said that "One of the old Crusaders made a vow that if he returned safely from his crusade he would leave money enough to have the custom of fireworks carried on forevermore. How much beyond the time of the crusades this practice dates none can say, but on the day before Easter a great car laden with fireworks and drawn by two snow white oxen, decked with garlands, is drawn up outside one of the city gates. In the morning a dove is let fly from the high altar of the cathedral of Santa Maria Del Flori, a dove which carries in its beak a lighted taper. It is the tradition that if this dove flies toward the fireworks and



CHURCH OF THE HOLY SEPULCHRE.

either by alighting upon them or by dropping the burning taper, causes them to go off, the year will be a successful one, and harvests will be good in the valley. The peasants believe implicitly in this tradition, but it is whispered that nowadays things are arranged so that the dove cannot fly wrong, even if it would."

But nowhere in all the world are people so carried away with Easter and the weeks that precede it, as in the environs of the Holy City, the religious excitement often becoming intense. In 1884 there was a riot in the Holy Sepulchre itself when some three hundred pilgrims were suffocated or trampled to death.

Here a cosmopolitan crowd gathers from all parts of the world, when Syrians, Arabs, Jews, Turks, Europeans of all nationalities and Americans, crowd the streets and the churches, and one of the most curious features of all is that the Greek and Roman churches both hold separate services in the church of the Holy Sepulchre, while the crowds at both services are kept in order by Moslem soldiers.

On Palm Sunday everybody carries a palm branch and the whole city is green with palm leaves, and on Holy Thursday comes the most interesting of all the ceremonies, that of washing the Apostles' feet. The patriarch of the church typifies Christ, and twelve bishops the twelve apostles, when the ceremony is gone through as nearly as possible like that described in the New Testament, the

Patriarch passing from one to another washing their feet, drying them with a towel and kissing each foot as he sets it down; and to this, as is told in the Bible, Peter objects and rises, but in the end submits. This ceremony over, a bouquet of roses is dipped in water and the water sprinkled around among the crowd.

This ceremony is of such great interest that on the night before the floor of the court is covered with pilgrims who sleep there so they may be sure of presence for the spectacle the following day; beside this there seems a great desire to occupy this sacred place, as they believe that the church of the Holy Sepulchre covers the ground where Christ was crucified, and that His tomb is there also.

The Eastertide thought naturally attaches itself to the places where Christ taught His lessons nineteen centuries ago, when the humble Nazarene was pursuing His beneficent ministry, through which He impressed upon the minds of men that God was Love and that man is the son of God, entitled to the hope of immortality. Nothing short of a divine personality can account for the effect upon the world of the life and teachings of Christ, accepted as divine truths by millions, and the hope so inspired, making Easter a world-wide day of rejoicing because of that hope.

With this we present a few pictures of the Holy City and environments with which Christ was associated and which we presume will have particular interest in connection with Easter thoughts.

THE EDITOR.



THE HOLY SEPULCHRE.

An Easter Song.

Arise, my heart, and sing thy Easter song
To the great anthem of returning bird,
And sweetening bud, and green, ascending blade,
Add thou thy word.
Long was the winter and the waiting long,
Heart, there were hours, indeed, thou wert afraid
So long the Spring delayed.

Shut in the Winter's alabaster tomb,
So white and still the sleeping Summer lay
That dead she seemed;
And none might know how in her magic side
Slept the young Spring, and moved, and smiled,
And dreamed.

Behold, she wakes again, and,
open-eyed,
Gazes, in wonder, 'round the
leafy room,
At the young flowers. Upon this
Easter Day
Awaken, too, my heart, open
thine eyes,
And from thy seeming death
thou, too, arise.

Arise, my heart, yea, go thou
forth and sing!
Join thou thy voice to all this
music sweet
Of crowding leaf and busy, build-
ing wing.

And falling showers;
How sweetly blows the Resurrec-
tion horn
Across the meadows, over the
far hills!

In the soul's garden a new
sweetness stirs,
And the heart fills.

And in and out the mind flow the
soft airs.

Arise, my heart, and sing, this
Easter morn;

In the year's resurrection do thy
part,—

Arise, my heart!

—Richard Le Gallienne,
in *The Summary*.

In the Yaqui Valley, Mexico.

VACUUM, SONORA, MEX., Feb. 22, '05.

EDITOR JOURNAL: After many days I have found time to snap a few pictures, which I inclose in fulfillment of promise made. They are of the cactus family, three of the nine or ten varieties that grow so dense in some places here in the Yaqui River Valley, and which say to you with their glistening thorns, "Go to the right or left," for you can neither go through nor over them; consequently, the roads in this part of the country lead you to all points of the compass in a distance of twenty miles. I presume you wonder how a person knows where he is going. Well, he doesn't know, unless he is certain he started on the right road, which he learned or has been told will lead him

to a designated point. Having started right, the cactus, with their millions of thorns, will keep you in the middle of the road.

The pictures I inclose are of the giants. They will stall you if you run up against them, and fill you full of thorns, from one to three inches long, so sharp they would make the point of a needle look like that of a railroad spike.

In No. 1, the one on the right is the Echo. It is just coming into bloom, which in a few weeks will develop into



ECHO AND SAHUARO CACTUS, YAQUI RIVER VALLEY, MEXICO.

a delicious fruit, inclosed in a burr very much like the chestnut, covered completely with sharp-hooked needles an inch long, to defend the fruit within. These, however, are easily dispensed with by burning them off over hot coals. The fruit resembles strawberries in taste, only intensely sweeter.

The burrs are used by the Indians for combs. One-half of the needles are cut off to make a handle, while the sharp points of the others are clipped off. It is an excellent substitute for both comb and brush.

The one on the left is a Sahuaro. This is also covered with thorns, but of a finer quality and more vicious nature. The black spots you see above on the limbs are the nesting places made by the woodpecker. Abandoned ones are used by martins, and sometimes by parrots.

Number 2 is a Pitahaya. The fruit of this is more easily taken, as the blossom remains on the end and is easy to take hold of.

On this fruit the Yaqui Indians can live without any other food. However, its season is short, six or eight weeks; nevertheless, during this short period they usually go on the warpath, and do much damage by obstructing the mails on stage



MEXICAN CACTUS.

lines, shooting down lonely travelers and sometimes soldiers, when they can get near enough to them, and destroy their own reputation as good citizens as well.

Number 3 is a tarantula. It may look small to you; still, as you see it now, it is covering completely the body of a mouse, which it has killed and is devouring. The small white streak pointing towards the sack of corn leaning on the stick of wood in the background is the mouse's tail, all that is visible. The white spots around and beneath it are grains of corn. These are about the size of the largest spiders of the North, so you can see it would make a

pretty good handful, and not a pleasant one.

Number 4 is another style of Number 1. It looked so much like a telegraph pole that I had to "shoot" it.

Fraternally yours,
JAMES TOWNEND, Div. 208.

The Message of Peace.

Bid the din of battle cease,
Folded be the wings of fire;
Let your courage conquer Peace,
Every gentle heart's desire.

Let the crimson flood retreat,
Blended in the arc of love;
Let the flags of nations meet;
Bind the raven, loose the dove.

At the altar that we raise,
King and Kaiser may bow down;
Warrior knights above their bays
Wear the sacred olive crown.

Blinding passion is subdued;
Men discern their common birth;
God hath made of kindred blood
All the peoples of the earth.

High and holy are the gifts
He has lavished on the race:
Hope that quickens, prayer that lifts,
Honor's meed and beauty's grace.

As in Heaven's bright face we look,
Let our kindling souls expand,
Let us pledge, on Nature's book,
Heart to heart, and hand to hand.

For the glory that we saw
In the battle flag unfurled,
Let us read Christ's better law,
Fellowship for all the world.

—Julia Ward Howe.

An Insurance Comedy.

There was a heated discussion going on in one of the Equality Life Insurance rooms, London. On presenting his claim for the twenty thousand pounds for which the life of his late

wife had been insured, what answer do you suppose Jack Dunstan received?

Perhaps, first, you had better be told something about Jack Dunstan. Three years ago, to the astonishment of all his fashionable friends, he had thrown up his commission in the Guards and sold his handsome person to a Scotch heiress of extraordinary wealth and hideousness. Perhaps the one lie of Jack's life was the one uttered at the altar. In his favor be it urged that it was uttered to save his father from ruin and disgrace, and that to the day of her death, Jack was a devoted husband to his unloved bride. Dunstan, senior, managed — or mismanaged — the



TARANTULA.

property of the married pair. All but the parties most interested saw that the old man's mind was totally unhinged; but Jack, ignorant as a child in business matters, firmly believed his father to be the sharpest, shrewdest man alive. And whatever Jack wished was right in his wife's eyes. Among other things, he had insured his daughter-in-law's life, Jack and she going through the necessary forms, as he bade them. In the course of time Mrs. Dunstan died, and Jack claimed the insurance. Said the polite officer of the company, after hearing him out:

"We prefer to give you another wife rather than pay the amount."

Dunstan told him, rather stiffly, that was not a subject to be joked upon.

"I am perfectly serious, Mr. Dunstan. Just cast your eyes over this policy. You will see that it gives us the option of replacing the loss." He paused for Jack to read the policy, and pursued, triumphantly: "Which is exactly what we purpose to do. We think it will be cheaper for us, and, ah—may I say—pleasing to you?"

"No, you may not!" snapped Jack. Then, I regret to say, he swore. "D—n it, do you mean to say that after receiving twenty thousand pounds, all you are bound to do in return is to offer me the first woman you pick up?"

"Oh, my dear sir," deprecatingly, "we should not think of presenting any but a young lady of good birth and reputation."

"You are very kind," savagely.

"It was an unusual method of insuring, I admit, but the amount in question was so large and everything else so satisfactory, and Mr. Dunstan, senior, so determined, that we concluded to yield to his whim. Pray, be calm, sir!"

But Jack could not be calm. When it was made clear to him that this was no practical joke, his anger knew no bounds. To appeal to the law was the last of his threats. It was, however, the only one

which could be answered. The polite gentleman pointed out to him that he could not deny his own signature, nor his father's, nor his wife's.

"And no one can blame us, for we wrote you full information—"

"My father attended to all correspondence."

"Our letter remaining unanswered, we sent a confidential clerk, instructed to find out whether these extraordinary terms were your ultimatum. You would not even see him. You referred him to Mr. Dunstan, senior."

It was too true. Jack was confounded. "Nevertheless," he said, doggedly, "I do not believe it would stand in law. I should like to see the president of the company about it, sir."

The polite gentleman believed the president was engaged, but would inquire.

Left alone, Jack paced the room, men-



MEXICAN CACTUS.

tally confounding his carelessness in intrusting such matters to his father's failing mind. So absorbed was he in his gloomy thoughts that he did not notice the door slowly open and the charming head of a young girl peep into the room. It was one of those delicious, babyish faces that seems made for love and laughter, with the bluest eyes man ever saw, and soft, red lips, that curved in a mischievous smile.

But when Dunstan suddenly turned, the smile fled. The long lashes fell demurely, and in the gentlest voice imaginable, she "feared she must have entered the wrong room."

"Can I be of any service?" he asked.

"You are not Mr. Dunstan, are you?" timidly.

"I am," said Jack, feeling ready to deny his identity if it displeased her.

"If you are," pursued his fair visitor, quite calmly, "I am the person chosen to replace your wife."

"There is no necessity for replacing her," briefly.

"Must marriage always be a matter of necessity?" saucily.

Then she was aghast, for she saw that she had wounded a proud man to the quick.

Dunstan grew pale, and began in a quick, harsh tone:

"If marriage was once a matter of necessity with me—"

"Oh! oh! I did not know—how could I? Pray, pray forgive me," she begged, with tears of real distress in her pretty eyes. "Oh, do not explain!" But Jack would explain. And somehow her sweet sympathy led him on from one confession to another. He sketched his early life of gay luxury—that of a wealthy and popular man about town; the crisis in his father's affairs; the old man on the verge of ruin—and of insanity, for losses affected his reason—distractedly imploring his son's assistance. "And, God knows, I could help him," said Dunstan, sadly. "I could speak three languages. I could ride and shoot. I could hold my own at billiards and polo, but I knew nothing of business, and I was up to my ears in debt, and so—"

And so—Jack had married a woman some twelve years his senior, whose infatuation for him was an open secret, and her money had paid his debts—wound up his father's business honorably.

"I tried to do my duty to her," added Jack, simply, "and she was fonder of me than I deserved. But she knew, and everyone knew, that I married her for her money, poor thing."

"If she loved you, and you were kind to her, I do not see that she was so much to be pitied," said his fair companion, earnestly.

Then Dunstan took her hand, gratefully. The young lady blushed. He kissed it. She blushed deeper.

"Will you not tell me," he asked, gently, "how you ever came in such a position as this?"

Oh! for some probable and touching excuse! But it is hard for a girl to collect her thoughts when a handsome and interesting man persists in holding her hand and looking into her face, particularly if she is not used to lying.

"I am curious, I admit. Besides, I should like to help you if you will allow me. Can you not confide in me?" he urged.

At her wit's end, she broke out, confusedly:

"Left a widow at an early age—"

"A widow? you!"

"Certainly. Why not?" defiantly, "with six small children and—and—oh!—and an aged mother dependent on me. I was ready to fall into the company's plans. Of course they pay me, and if—if—I had suited you, my future would have been assured. But, believe me, now that I know of your early sacrifice, I will be no party to forcing you into a second loveless marriage."

Dunstan had preserved an amused and incredulous silence; but to her last words, which seemed "those of truth and soberness," he answered, softly:

"Will you not?"

"Do not think so poorly of me. Besides, if you went to law about it, I am sure you would win your suit."

"I shall not go to law about it," he said, slowly. "I am thinking of accepting the company's terms."

"Will you authorize me to tell the president so?" eagerly.

"If you are satisfied as far as you are personally concerned."

"I am not personally concerned at all."

"What!"

"Surely you remember that you distinctly refused me. Please move from the door, Mr. Dunstan; I wish to go out."

"Not until you explain this comedy you have been playing."

There was a pause.

"Well," hesitatingly, "if I *must* confess, the president of this company is my father. I was in his private office when your affair was discussed. I wagered a gold bangle that I would get you to agree to his terms. Now, you are angry—I wish I had not told you! Oh, don't stare at me so, you make me nervous. I did not think you would take it like this. *Do* speak to me! I only did it for a joke. You must admit the situation was funny." She laughed to think of it, and then there came a little sob in her voice.

"But I would not have hurt your feelings for anything."

"You have done worse than that," said Dunstan, speaking at last.

"Bah! you are not in love with me?"

"I am not so sure of that. Ah, why did you let me think you might be my wife?"

The young lady stood with downcast eyes, flushing and paling.

"If I have done wrong," she faltered.

"You will try to repair it, will you not? You will give me a chance of winning you—unless, indeed, you are engaged, or feel sure you can never like me."

"I am not engaged," she faltered, "and I do like you—so far. And if you wish to

A Child Fancy.

When the day is nearly over, and the shadows are all gray,

There's a place in father's garden, where I dearly love to stay.

For I'm tired of all my lessons, and I'm weary of my play.

When the day is nearly over, and the shadows are all gray.

There's a motherly old willow growing close against the wall.

And I climb up in her branches and I know I cannot fall,

For she rocks me very softly, in her gentle, loving way.

When the day is nearly over, and the shadows are all gray.



BRO. J. A. LACKEY, OF 324, MONTPELIER, IDAHO, BREAKING A BRONCHO.

try"—slipping her satin-smooth fingers into his. "No! you may not kiss me. Wait till we are really engaged."

"I could not possibly wait!" cried Jack.

"Ah! somebody is coming in!"

Somebody came in—a fine-looking, elderly gentleman. He said:

"I think I should apologize for this madcap's freak, Mr. Dunstan. She twists me round her little finger or I never should have allowed—Bless me! Madge, what does this mean?"

"It means," said Miss Madge, blushing like a rose, "that you owe me a gold bangle, papa."—*Frank Leslie's Illustrated Newspaper.*

Softly to her leaves and branches come the breezes of the night,

And they sing me songs of dreamland, in the dim and restful light;

"Sleep and slumber, sleep and slumber, little child," they seem to say.

"For the day is nearly over, and the shadows are all gray." —*Youth's Companion.*

Miss Beecher's Journey.

AN EXCITING STORY OF A CHICAGO GIRL'S TRIP TO THE MAINE WOODS.

Miss Maud Beecher was a Chicago girl. She came to Boston on a visit to her cousin, Miss Teresa Holland, a girl with a fad,

and that fad was old historic houses, of which Miss Teresa had made a large number of photographs. If Miss Beecher had a fad, it was the adornment of her own stylish person, especially with jewels, of which she had a rare collection.

The two cousins did not find themselves very congenial, and Maud soon tired of wheeling through the historic parts of Massachusetts in search of the most tumble-down houses there. She got on better with Tom Holland, and often begged him to take her wheeling with the other "fellows." Tom was seventeen, and he found his cousin very amusing.

At last Tom and the other fellows went to the Maine woods for a hunting trip, Mrs. Holland and the younger children left for their seaside home, and Maud and Teresa were left alone in the great city house. Teresa had almost finished an article on "historic houses," and Maud generously offered to remain with her till it was completed.

She repeated her rash offer as the hot summer days came on, but Teresa protested that it was cooler in the library of the big city house than on the piazza of the beach house, where the glaring sand reflected in one's face, or in the Maine woods, where mosquitoes and black-flies made life miserable.

Maud curled up in a big leather chair and read till her head ached, then she spent long hours doing her hair different ways, and trying on different costumes, to see if one might not be a trifle cooler than the others.

When Teresa announced that she had decided to write an article on photographic art studies before going away Maud walked out of the room without a word.

Teresa was surprised an hour later when Maud appeared with her traveling bag in her hand. She wore a covert cloth skirt and a silk shirt-waist. She had fastened a costly diamond pin in her hair, and another in her breast, to hold in her watch with its jeweled pendant. On her fingers were many rare gems.

"Well," exclaimed Teresa. "where now?"

"To the Maine woods to see Tom," Maud replied gayly. Teresa dropped her pen in dismay.

"Going to see Tom," she ejaculated, "and wearing all those jewels! Really, Maud, I shall have to telegraph mamma if you insist on this wild prank. Come, I will give up this article and go with you to the beach if you wish. I thought you were quite contented."

"No, Teresa, I will not let you sacrifice your precious article. I am quite determined to go fishing with the boys. Don't be a goose, Teresa, let me go. Mrs. Burridge is up there cooking for the boys. I

shall be chaperoned all right. It's no worse than wheeling with them all over Massachusetts."

Teresa gave it up and went back to her article after remarking that at least Maud ought to have sense enough to take off her jewelry if she didn't want to get robbed.

Maud protested that it was safer on her person than anywhere else, and that she had a chamois bag around her neck with all her stones in it. Then she started off down the street and Teresa soon forgot all about her, remaining absorbed in her work till the dinner bell rang. Then she remembered with a pang that her cousin had done a very uncircumspect thing, and felt bound to write Mrs. Holland about it.

Maud enjoyed her journey immensely, and was not at all alarmed to find she must spend the night in Portland, and leave at an unseasonable hour in the morning. She accomplished all her arrangements without difficulty, and was treated with respectful courtesy by all the railroad and hotel officials.

As the train bowled along northward in the early morning, she was congratulating herself and thinking with scorn of timid young maidens who never traveled alone, when she became conscious of a pair of eyes riveted on her face. Wheeling in her chair she encountered them. They were gray, unpleasant eyes, and they did not drop before hers, but their owner smiled boldly.

She turned quickly away and buried herself in a newspaper. The eyes still followed her, and she ventured to turn towards them again, and pretended to fall asleep, thus gaining an opportunity to study the offender through half shut eyes. He was a well dressed man, though Maud's mental comment was that he was "cheap."

"Probably wants to flirt," she thought angrily. "Well, I'm not that kind," and she involuntarily tossed her head again. Again the man smiled.

Just then an older man with a smooth, hard face joined him, and both began to talk earnestly, frequently glancing across at Maud as though she were the subject of their talk. At last she could endure it no longer and beckoned to the conductor.

"Those men," pointing directly to them, "are annoying me very much by their boldness."

"I am very sorry," returned the polite conductor. "I will see that it does not happen again." And he moved toward the young man.

The elder man rose as the conductor crossed the car and engaged him in a conversation, which Maud could not hear, but the conductor glanced back at her several times, and she knew there was

some mystery. She would have shrieked aloud could she have heard what the cool stranger was saying about her.

"The young lady is my sister," he said, "and this young man's sister. She has been insane for some months, though quite harmless and quiet. At last her mind became so deranged that we decided to take her to a quiet little camp in the woods. Her mother is there already waiting for her. She likes to fancy herself traveling alone, so we humored her by getting seats over here and letting her pay for her seat. It is one of her fancies to pretend not to know us. Her brother has smiled at her several times, hoping to get some sign of recognition. Poor fellow! He is very fond of her. I suppose we ought to have told you when we got on, but we hoped she would take the journey quietly. I assure you we will get off if she is troublesome," and he sighed deeply.

"Sad case!" murmured the conductor, and moved away.

Dr. Herman Aldrich was in the smoker at the time of the above interview, but when the conductor came through he stopped sociably and told him of the case. Dr. Aldrich was a warm friend of the Hollands, but had never met Teresa's cousin Maud. Had he dreamed who she was his interest would have been more than professional. As it was, he hurried his cigar and went back to his seat, which was next Maud's. He looked long at the girl's regular profile, and at last she turned her clear eyes full upon him.

In some way, known best by the man who professed to be her uncle, nearly all the people in the car had become acquainted with the story of the insane lady, and wherever she turned she met curious or pitying glances. She grew more and more nervous, and at last her composure gave way. Rising, she was about to pass down the car to the ladies' room, where she could be free from these annoyances, and think what was best to be done.

She had taken only a step or two when the elder man was by her side. He laid his hand firmly on her arm.

"Mattie," he said, "you had better sit right down."

At that moment there is no doubt but what Maud Beecher acted insane. She tore herself away from the man, and

commanded him to let her pass. She swore her name was not Mattie, and glaring wildly round the car, besought them all to save her from these wretches. She begged to know if an American lady could not travel alone without being attacked by ruffians.

"Will nobody help me?" she cried, and looking about saw everyone gazing pityingly at her, but not one started to her assistance. One woman fainted, another had hysterics, and the little conductor bustled up officiously, and said quite loud enough for Maud to hear: "She seems to be getting violent. We are near Green Pond station, and I think you will have to get off here."

"What!" she cried, "do you think I am crazy? Oh, my God!" And sinking into her chair, she buried her face in her hands.



BRO. S. L. SMITHER, DIV. 495, AND ONE OF THREE BUCKS, WEIGHING 325 POUNDS, RECENTLY KILLED BY HIM.—COURTESY BRO. H. J. M'GRADE.

As the train slowed up the two men took her by the arm, and commenced dragging her down the aisle. She fought them inch by inch, but they were strong men, and she a slight girl of twenty; so they had her at the door when the train stopped. Suddenly her face brightened.

"Oh, there's Tom Holland—Tom! Tom!" she cried, struggling with renewed energy. At that Dr. Aldrich's athletic form blocked the stairway. "If you know Tom Holland," he said, "I demand of these gentlemen proof that they have any right to coerce you in this way."

Before he reached the end of his sentence, he and the young girl occupied the platform alone. Both men took to their

heels, and have not been heard of since. The young lady swayed forward, and would have fallen but for the doctor's strong arm. He lifted her down from the train, and looked about for Tom Holland, who had been on the platform three minutes before.

The doctor had seen him at the same instant Maud had cried out to him, and seizing his grip, had made a rush for the door. He, too, was on the way to Tom's camping place, and decided, on seeing him, that Tom had driven down to Green Pond to intercept him. Here was the doctor with an unconscious lady in his arms, and no one in sight. His professional training made him quite equal to the occasion, but nevertheless it was awkward, and he swore softly under his breath as he carried Maud's limp form into the little station house.

The station master brought him a mug with some whisky in it, and he succeeded in bringing Maud back to consciousness. She sat up crying and looking wildly about her. Finding her dress loosened at her throat, she clutched wildly at her jewels, and finding all safe she looked in the faces of the doctor and station master.

"Who are you?" she cried. "You are not the ones who carried me off."

Then she called for Tom repeatedly, and sobbed out that if she had taken Teresa's advice she would never have come to this.

The doctor tried to reassure her, but she would not be comforted. So he sent the station master to find someone who was willing to drive them to Tom's camp.

The doctor was far from comfortable. No doubt this girl knew the Hollands, but she might be crazy, nevertheless. Her actions were suspicious enough. Perhaps Tom Holland would not thank him for bringing this girl to the camp.

Two hours later the question was settled for him. They overtook Tom driving in, and surprised him greatly. He had never received the doctor's letter saying he was coming, and of course Maud's advent was a surprise. Explanations passed on both sides, and Maud's shaken nerves began to quiet down. Mrs. Burridge put her to bed as soon as they reached the camp, and the doctor sent up a dose of bromide.

Two days later Miss Teresa Holland arrived. Her mother's advice had been, "Go up to camp and look after Maud yourself." Teresa found Maud very well taken care of when she arrived. She was swinging in Tom's hammock, while Dr. Aldrich read aloud.

The girls stayed two weeks and brought a new and happy change into camp. Teresa finding plenty to admire in old trees and rocks, developed into a very pleasant companion, and she could out-tramp any of them.

Maud was a good deal changed by her unhappy experience. She started quickly if any unexpected sound was heard, and she never went out of sight of some of the campers. This being her condition, Dr. Aldrich found it necessary to look after her very carefully.

One night, near the end of their stay, Maud and the doctor were strolling on the shore not far from the cabin, and both were strangely silent. Finally Maud spoke in a low and intense voice:

"Supposing, doctor, you hadn't been there? Tom never would have heard me. He wasn't watching the train at all."

It was the first time he had let her talk of her fright, for it agitated her.

"I was thinking of another supposition," he said. "Supposing you should go back to Chicago, as you have planned to do next month, what a blank you would leave behind you! Then, again, suppose you should let me join you there in the fall, and suppose you should come back with me and let me take care of you always. I love you, Maud," he finished simply.

"Well," she answered, "supposing I should."—*Cleveland Leader*.

Spring Fever.

When Dame Nature gets spring fever,
Then Dame Nature gets to work,
And that bird or bud would grieve her
That would e'er its duty shirk.
So she goes abroad and hustles,
Clothes the trees, makes birds to sing;
Aye, she strenuously tussles
With her fever in the spring.

When a woman gets spring fever,
She will take the carpets up,
Hubby dams like any beaver;
On the porch he has to sup.
When the carpets say, "Come, tack me!"
Then he swears like anything,
For he knows he's reached the acme
Of her fever in the spring.

When a fellow has spring fever,
Love to nature he will make;
In his heart he will receive her,
And the woman gets the shake.
With the daffodil and daisy
He'd fain loaf a while and sing,
For it makes him very lazy,
Does the fever in the spring.

—*Pittsburg Dispatch*.

Saved From Herself.

"Can I trust you, Maudie?"

"Trust me—in what way, Gerald? I am afraid I have not been paying much attention to all that you were saying."

She turned her beautiful flower-like face toward him with a mooking move, her blue eyes sparkling under their dark

lashes with a mischievous light in their depths, and with a coquettish lifting of the finely-marked eyebrows which distracted and unnerved him from the task he had set himself. Would she ever be serious—ever see that life held deeper interest than the whims and amusements of the passing hour?

His wife—this bewitching, lovely, irresponsible being! He went over to where she was lying in a long chair in the shadiest, coolest corner of the veranda, and taking her two slim, white hands in his strong, brown ones, he knelt beside her and said: "Maudie, I have to leave you here with Mrs. Tallyour, and I want to feel sure that you will be prudent and do nothing foolish or unsuited to your station as my wife, for afterward you would be sorry or ashamed—"

"Gerald!" she interrupted, with petulant indignation.

"Yes, darling, I must speak plainly. You remember last winter—it was unintentional on your part, I know—but still, how unhappy you were made by all the wretched talk and gossip that followed."

"That was three months ago, Gerald. I am older now, and more experienced. I am sure you need not remind me of that miserable affair—it is unkind of you."

She withdrew her hands from his clasp with a reproachful gesture and added, pouting:

"After all, it is not my fault that I am pretty, and I cannot help it if your friends will admire me and pay me attention!"

"But you will be careful, my darling; promise me—this fellow Perceval—"

"Oh! now you are going to abuse Lord Perceval again, I suppose; I am so tired of that topic; I shall not listen to a word against him, Gerald; I have known him all my life; he is my oldest and greatest friend, and I do not intend to give him up for any one; no, not for any one, not even for you, Gerald—so there!"

She sprang to her feet and walked quickly to the edge of the veranda, where she leaned over the balustrade with her head averted from him in an attitude of mutinous defiance. So small and child-like a creature, and yet possessed of such potentialities to wound and hurt the man who loved her with all the passionate intensity of his strong and sensitive nature. Such a slim, fragile-looking being, and yet so powerful in wielding an influence over the hearts of those around her.

A look of helpless and baffled anxiety passed over Major Jocelyn's handsome, careworn face. Without glancing at him his wife continued coldly: "I consider it very ungenerous of you to attack Lord Perceval in the way you have done lately, hinting at things against him, throwing out insinuations as to his character, but with nothing really definite that you can state against him. You know I like him, that he is my friend. I call it mean of you, Gerald, positively mean."

"There are plenty of things I could state against him if I felt so inclined, but there is no need to particularize. It ought to be enough for you that I tell you that I distrust and dislike the man. Lord Perceval has brought a slur on the names of too many women for any honest man to care for his wife to call him friend."

He spoke with angry emphasis, and afterward there was an ominous silence between them for some moments. It was



CHOCTAW, OKLAHOMA & GULF ROUNDHOUSE, NORTH LITTLE ROCK, ARK.—O. C. MOORE, 554. PHOTO.

at last broken by the girl saying with passionate reproach:

"Oh, it is cruel of you, Gerald, to speak to me like this, to want to quarrel with me in these our last moments together; to leave me with angry words upon your lips, making me so unhappy." Her voice trembled and broke, and her hands went up to cover the tear-laden eyes. In a moment he was at her side, all the severity had vanished from his face, and with his arms around her he was murmuring in pleading accents the words of penitence and love which made his peace for him before he left her.

A week had passed since Gerald Jocelyn had bidden farewell to his young wife and started on his journey through the desert to join the troops in advance. The still, blue heat of an Egyptian day brooded over the quiet villa, which from its lack of sign or sound of life seemed to be

prolonging its midday siesta into the evening hours. The clatter of hoofs outside aroused the attention of the solitary inhabitant of the veranda, a middle-aged woman, whose strongly marked features and keen dark eyes proclaimed her a person of intelligence and decided character. She threw aside the book she was reading, and advanced toward the flight of steps where the rider, an artillery officer, was already dismounting from his horse. As he caught sight of her the dark cloud of sorrowful anxiety which hung over his countenance was visibly lightened.

"Ah, Mrs. Tailyour, I am indeed thankful to see you! You are the very person who can help me," he cried.

"Anything wrong, Captain Ferguson?" she asked, eagerly, as he joined her in the shade. Then taking in the details of his horse's heaving sides and his own heated and worn appearance, she added with increased apprehension, "You have ridden fast—no bad news, I trust."

"Yes, very bad news; the worst, as far as I am concerned! Poor Jocelyn—my greatest friend, as you know—such a good sort he was. I never was so cut up about anything in my whole life."

He sank beside her on a seat with an air of dejected melancholy, and passed his hand wearily across his brow.

"Has there been a skirmish already?" Mrs. Tailyour asked, breathlessly. "I did not know any fighting was expected yet; the colonel reported all quiet in his last; is poor Major Jocelyn wounded?"

"He is dead, poor fellow! There has been no fighting; it was an accident—with one of the guns, I imagine, but the telegram only said: 'Accident, Jocelyn killed; meet train tonight.' That is all I know."

"Good God!" Mrs. Tailyour exclaimed. "Gerald Jocelyn killed! How shocking! I am terribly grieved. His poor young wife! only married six months!" The tears rose in her eyes as she spoke.

"Yes, his wife," Captain Ferguson answered, anxiously. "I rode out at once hoping to find you here and that you would kindly break the news to Mrs. Jocelyn and relieve me of the painful responsibility. I have not the courage to do it, though I don't suppose she will feel it much."

He spoke with some bitterness, and Mrs. Tailyour answered him quickly:

"You misunderstand her—indeed you do, Captain Ferguson. Poor child! Poor pretty child! She is but a child after all. The shock will be enough to kill her; a thoughtless, frivolous creature she may be, but I believe her love for Gerald is genuine and far deeper than any one suspected, deeper even than she herself is aware."

"She has a curious way of showing it, then, I must confess," Captain Ferguson replied with acerbity. "I never liked her, you know that, Mrs. Tailyour. A brainless, selfish coquette, without a spark of real feeling for any one but herself. I am sure I pitied poor Jocelyn for the life she led him last winter in Cairo, flirting with every man she met! And then that poor fellow Cummings shooting himself; that was a horrid business. However, this will sober her if anything will. Where is she now?"

"She is out riding with Lord Perceval; they started soon after breakfast and may return at any moment."

"That fellow Perceval! Brute! I wonder Jocelyn did not put his foot down there." Captain Ferguson frowned and relapsed into gloomy silence.

"See that little cloud of dust. That is their party, no doubt."

Mrs. Tailyour pointed to the distant, undulating line in the desert. "I dread this business! Poor little soul, she is not of the stuff for bearing trouble well. God knows how she may take it."

Some few minutes later the little cavalcade rode up, laughing and joking, to the villa, all unconscious of the two people who awaited its arrival in sorrowful silence, dreading the moment when their sad intelligence must be made known. Maud Jocelyn sprang from her horse and ran lightly up the steps toward them with a laugh on her lips—then something in the strange expression of the two faces that confronted her froze the words of merry greeting on her tongue.

"Oh, my dear! My dear!" Mrs. Tailyour said, pitifully, taking her by the hand and drawing her away.

"Oh, what is it, Mrs. Tailyour—what has happened? Gerald—is he ill? Tell me quickly. You have heard bad news," Maud stammered, in terrified accents.

"Yes, dear child, there is bad news—be brave!" and the older woman led the girl quickly away to her own room.

There, later, a voice wailed forth in anguish, "Gerald, my love! Gerald! Oh, I cannot bear it—it is not true! Dead. My dear love! Dead. Gerald, husband! Lying dead while I rode laughing and jesting across the desert!"

Then the thought of their last words together flashed across her mind; she seemed to see again the proud, handsome face, and hear again that pleading, earnest voice, "Can I trust you, Maud? Promise me."

And she had spurned his warning; had refused his last request, and set her whims in defiance of his feelings and wishes. As she rode by the side of Lord Perceval that day on the banks of the canal she had listened with pleased vanity to his whis-

pered words of admiration; words which conveyed to her mind the roue's worship of her beauty, and at the same time insisted that such beauty was wasted on the grave and serious-minded soldier, who was engrossed, heart and soul, in his profession. She had listened without protest to Lord Perceval's thinly-veiled sneers at her absent husband; she had been disloyal; a traitress in her passivity; false in word, if not in deed, to the brave and tender heart which beat with such true and passionate love for her.

That evening, outside the railway station, a detachment of soldiers awaited the train which was conveying to them the body of their dead officer and comrade, whom they had all respected and admired. Close by, the gun carriage was standing, on which Gerald Jocelyn was to make his last journey to the cemetery on the hillside a mile away, and at a few yards' distance a closed carriage was drawn up, in which sat Mrs. Tailyour, holding in mute sympathy the hand of the girl widow, who, white and tearless, leaned back beside her, immovable in calm despair. She had scarcely spoken since she recovered from the deep swoon into which she had fallen after hearing of her husband's death.

Captain Ferguson was standing near the carriage, and whispered to Mrs. Tailyour that the train was signaled; then he withdrew from her sight inside the station. Puffing and panting, the train swept in; there was a strange silence for a few seconds, followed by a muffled murmur of voices, the soldiers bent forward eagerly, and a message was passed down their line from one to another, accompanied by looks of amazed surprise. Mrs. Tailyour pressed her companion's hand tighter, the terrible moment had arrived; how would the girl face it? Was it possible that she possessed sufficient strength of mind and body for the horrible ordeal which she had set herself?

Then Mrs. Tailyour saw Captain Ferguson emerge from the station with a dazed look of consternation on his face, the result evidently of great and overpowering emotion.

He came hurriedly toward them, making signs to Mrs. Tailyour, which she failed to understand.

"Has it not come?" she whispered to him, as he approached.

"There has been a mistake," he murmured in reply; and Maud—though apparently unaware of what was passing around her—caught the words; her face woke to animation; she leaned forward, crying:

"A mistake! He has not come! Oh, tell me quickly, I can bear it, he is not dead, he is alive—I see it on your face!

For pity's sake, don't keep me in suspense—let me out—I must go to him!"

She was struggling to open the door when some one put Captain Ferguson quietly aside, and then, with a loud cry, Maud sprang past Mrs. Tailyour, and fell sobbing on her husband's breast.

Yes! there had been a mistake. Gerald was alive, though not uninjured, for he carried one arm in a sling, and a bandage round his head accentuated the startling pallor of his face.

Two words omitted in the telegram that day explained the mystery of his resurrection. "Accident, Jocelyn wounded, gunner killed," altered the whole meaning of the message. Private Brown, R. A., had the honors accorded to him which had been prepared for Major Jocelyn's funeral, and Gerald drove back to the villa with Mrs. Tailyour and his unconscious wife. Joy never kills, they say.



TOOK HIM HOME TO DINE.

but Maud approached very nearly to the shadow of the great unknown. She came back from the borderland of eternity, no longer a laughing, thoughtless child, but a woman in mind and feeling. The shock of a great sorrow, followed by a great and overwhelming joy, had awakened her sleeping soul, and brought to maturity the deeper and finer traits of character which she possessed, but which, hitherto untouched by the molding hand of sorrow, had lain quiescent in her and unknown.

Captain Ferguson averred that he had faced the horrors of war and endured many terrible experiences, but at no time in his life had he come so near utterly losing his presence of mind as in that moment when his dear friend, Gerald Jocelyn, stepped from the train and laid a hand upon his arm.—*St. Paul's.*

"Saying Grace."

"Come, come, mamma, to the window!
Cried Freddie, with eager face;
"Just look at my little biddies—
They are drinking and saying grace."

I quickly came at his bidding,
And saw a pretty sight;
Six downy little chickens
Drinking with all their might.

And as they sipped the water,
They craned their necks on high,
As if their thanks were lifted
To the beautiful blue sky.

And so I could not wonder,
So wrapt was his eager face,
That to him the little chickens
Were "drinking and saying grace."

—*Sunday School Visitor.*

A Story of the Tide.

BY F. A. MITCHELL.

"Where have you been this summer?"
asked one clubman of another.

"Nova Scotia. I have always heard of
the great tide in the Bay of Fundy and
had a desire to see it. I have had all the
experience of that wonderful sixty-foot
rise I want. I have no desire to see it
again."

"Why not?"

"Because I don't want to be reminded
that I have been a fool."

"I always like to hear fools tell of their
folly."

"I joined a party comprising Mr. and
Mrs. Underwood, Tom Underwood, their
son, and Maud Underwood, their daugh-
ter. We—"

"Did you go on account of the tide or
Miss Underwood?"

"No interruptions, please, if you want
to hear the story. We reached one of
those little Canuck seacoast towns early
in the morning, and after breakfast Miss
Underwood and I thought we would take
a stroll. We had come to the seashore,
and as there was no sea to be seen we
concluded to go and find it. There were
flats enough, and they were covered with
shells and seaweed, but no water. We
sauntered along until we met a man,
whom we asked which way was the bay,
then passed on in the direction he pointed.
He called to us:

"You're not going there?"

"Certainly. Why not?"

"It's a little late in the day."

"Late in the day? Why, man, it's
not 10 in the morning."

"But the tide will be coming in soon."

"That's exactly what we want to see."

"The man looked at me with a puzzled

expression, then turned and went his way.
Miss Underwood wondered what he could
mean, and we walked on. Later, I stopped
to examine some seaweed, and in facing
the direction from which we had come I
saw that the man was looking back at us.

"That fellow seems to be mightily in-
terested in us," I remarked, peevishly.

"They talk about Yankees being curi-
ous," observed Miss Underwood. "They're
nothing to these Canadians."

"We rambled on, sniffing the delicious
air one gets on a salt water coast, making
a collection of shells and seaweed, but not
getting a sight of the sea. We must have
gone a mile and a half from the hotel over
the damp red sediment left by overflow-
ing water when we heard a sound like
distant thunder.

"Is it going to storm?" asked my com-
panion.

"Not a cloud to be seen," I replied,
sweeping the sky with my eyes.

"There were some cattle back of us,
and we noticed that they all turned and
traveled inland, some of the smaller ones
hastening their speed as they proceeded
till their gait reached a gallop.

"I wonder why that wagon is coming
so furiously," remarked Miss Underwood.

"I don't see anything to come for," I
replied. "Nothing here but shells and
seaweed."

"The wagon came on, making a bee-
line for us. We stood watching the driver
lash his horses while a man sat beside
him who seemed to be beckoning us.

"Why, it's the man who was so inter-
ested in us!" exclaimed Miss Underwood.

"So it is. I wonder if he is coming to
invite us to his house," I replied, making
an effort to be facetious.

"Something must be the matter."

"Presently the team, drawing a four-
seated wagon, swung around beside us and
stopped. Our interested friend jumped
out, opened the door and told us to get in.

"What's the hurry?" I asked, standing
stock still.

"Hurry, you stupid ass! The tide's
coming!"

"I cast a glance seaward and saw a
great white wall of tumbling water mov-
ing like a twenty-thousand-dollar auto-
mobile. I seized Miss Underwood, lifted
her bodily into the carriage and rolled in
after her, and with my legs still sticking
out of the door the horses started shore-
ward. The driver lashed his horses and
shouted at them, while now and again I
cast a glance behind, and even now I
want to put my hands before my eyes to
shut out that horrible pursuing monster.
Miss Underwood looked back once, but
never again—"

"She clung to you pretty close, didn't
she?" suggested the listener.

"That's nothing to do with the story," replied the narrator. "Yes; it has, too," he added, with a sudden burst of confidence. "She was so terrified that she didn't know what she was doing, and, throwing her arms about my neck, she nearly choked me. Well, by this time the roar behind us was so near that I expected any minute to feel the cold water beating against my back. The driver was making for a rise in the ground, and it was neck and neck between us and the surf which should reach it first. The driver swore, the man beside him sat with folded arms and the corners of his mouth drawn down, while I was endeavoring to calm Miss Underwood. We reached the rise just as the outer layer of foam was tossed against it."

"Did Miss Underwood faint?"

"No; she sobbed."

"On your shoulder, of course."

"The man who had come for us had supposed on meeting us that we knew all about the tide. Fortunately, just as they gave us up for lost, the wagon came by, and he took possession of it."

"I suppose you said to Miss Underwood: 'Like should mate with like. Two fools would be a good match.'"

"How did you know that? It's exactly what I did say. Singular that you should have struck the identical words."

Setting a Lawyer Down.

Not long ago a prominent contributor to the columns of the Philadelphia newspapers was a witness in a trivial case in court and was being harried by a bump-tious county lawyer, who asked:

"So you are a writer, are you? Well, sir, with what great paper or magazine are you connected?"

"With none," was the modest reply.

"Then why do you call yourself a writer? What do you write—novels, scientific works, histories or what?"

"I write anything and everything that occurs to me as likely to be worth reading or to sell, whether it is worth reading or not."

"Well, then, for whom or for what do you write? You say you are not connected with any paper or magazine."

"Yes, sir. I so stated. I am an unattached writer for the general market."

"Just so. You write anything that occurs to you. Well, now, do you ever write up the proceedings of courts?"

"I have done so occasionally."

"Can you state to the judge and jury what particular kind of a court proceeding you would deem worthy of your pen?"

"Yes. If I saw a young lawyer treat-

ing a respectable witness in a very rude and disrespectful manner and making an ass of himself generally I should think that possibly worth writing up."

The court and jury smiled audibly. The judge took the witness in hand for a moment.

"How much do you think a scene like this, for instance, ought to bring if it were well written up?"

"It would depend upon the actors. If the lawyer were a person of any note or character possibly five or ten dollars."

"What would you expect to receive should you write the facts of this particular instance?"

"About 75 cents, your honor."

Counsel for the defense had no more questions to ask.—*Exchange.*

Trick Shot Just in Time.

"It was about twenty years ago—in the autumn of 1879, to be exact—that a thoughtless act of kindness on my part brought some important results for my welfare," said F. L. Stafford, who formerly traveled for a St. Louis firm in the country west of the Missouri river. "I was taking in the small towns in southeastern Kansas, traveling in a buggy from one to the other. Kansas, particularly in the southeastern tiers of counties, was very different then from what it is now. There were no branch railroads to speak of and the state had not got over the setback which the grasshoppers had given it four or five years before. Everybody was poor, without much to live on or do with, and I got more experience of bad trail and crossroads taverns in two years than I would care to repeat in a lifetime. Traveling by buggy alone, as I did, was not so safe, either. It had been only a few years since the Bender family's graveyard yielded up its secrets, and people a great deal better than they, when driven by want, were tempted to take every advantage of a lonely traveler.

"Between Neosho Falls and Kansas City, a region that saw a great deal of guerrilla fighting during the civil war, much of the resulting cussedness of mankind still lingered in spots. Here, driving along one day, I overtook a young man carrying a gun and a string of quail. I expected to stay that night at Jimmen's, a little place ten miles ahead, and had my doubts about the sort of grub and bed I should find there. The thought struck me that quail might help out the fare considerably, so I pulled up and bantered the young fellow to sell me the birds.

"I'll give you half of them for a lift to Jimmen's," he said. 'I walked from Neosho and I'm footsore.' Then he added:

'I want the rest of the birds for my own supper.'

"The young man's appearance bore out his words, for he showed the marks of long traveling. His clothes had been smart once, but were now shabby, and the only up-to-date thing about him was his gun; that was of the latest pattern, well oiled and in perfect order. I looked him in the face and his eyes met mine frankly. It was not the part of wisdom, as a rule, to pick up tramping strangers on the road, and I had an excuse for refusing him in the condition of one of my buggy springs, which was weak and sagged, but his appearance of hard luck touched my pity, and I wanted the quail.

"'Jump in,' I said, 'and sit light on the seat when we come to jolts, for I'd like to have that buggy spring last to Jim-sen's.'

"But the spring didn't last half way there. In a lonely part of the trail, with no house in sight, it snapped as the wheel went into a rut, and we both had to jump out to save being thrown out. I had no idea what to do except to foot it the rest of the way to Jim-sen's, leading the horse, but the young fellow with me had a different notion. Somewhere in his clothes he found a stout piece of cord and a jack-knife; cutting from a roadside sapling a length of wood to serve as a splice, he set to work to mend the spring. He was so self-reliant and handy about the thing that he rose several pegs in my estimation, and as the spring had been sure to break anyway, sooner or later, I began to think it was lucky that I had him along. He got the splice made all right, but he wanted a stone in hammering a wedge to stiffen the spring. I saw at a little distance off a stone that I thought would serve the purpose, and started to get it. With my back to the stranger I was just in the act of stooping to pick up the stone when I heard the report of his gun behind me, as a heavy charge of shot pelted past my head and shoulder, missing me by so small a margin that the wind of the shot flapped my hat brim. Astonished at this evident-ly treacherous attempt to kill me, and expecting a second shot instantly to follow, I turned and saw the stranger standing by the buggy with his smoking gun in his hand.

"'Why did you try to kill me, you scoundrel?' I demanded.

"He laughed at my words and look of dismay, for I spoke excitedly and my hair was lifting my hat on my head.

"'If I hadn't fired as I did you'd be in bad shape now,' he said. 'Look down at your feet.'

"There in the bushes, at my very feet, the body of a big rattlesnake was writhing and twisting, and I didn't think of

anything else until I had put some long steps between me and the serpent. I might have spared myself the trouble, for when I looked again I saw that it was the snake's body only that was threshing round in the undergrowth—the head, taken as cleanly off as a knife could have cut, had gone along with the charge of shot.

"'The rattler was asleep, and didn't sound the alarm till you almost stepped on him,' the young man said. 'Then he lifted his head and rattled at the same time. There was no time to say 'by your leave' before I fired. A half second more and you'd have caught it where doctors couldn't have saved you.'

"He lifted the snake by the tail, and, holding it out at arm's length on a level with his shoulder the headless body touched the ground. Alive, the snake must have measured five and one-half feet. It had lain so near me that by darting half its length it could have struck its fangs into my neck when I stooped to pick up the stone. It was not pleasant to think what might have happened if the gun had not done its work so quickly, and I walked back to the road feeling rather qualmish. The stranger stayed to cut off the rattles before he followed me. I have them now—a string of fourteen, such as rarely is seen—but I never like to look at them.

"The fixing up of the buggy was quickly completed, and the job was so thorough a one that it was fit to travel 100 miles without further repairs. As we rode in to Jim-sen's, my new friend told me that he was a trick shot, who smashed glass balls and clay pigeons at tournaments and on wagers for a business. His last venture had been as a star in a traveling show, which had gone to pieces in Neosho Falls, and there he had been left 'broke' to foot his way back to Kansas City. He proved an agreeable companion, and at Jim-sen's that night he went into the kitchen, won over the women folks by his blarney and was allowed to cook the quail for our supper and breakfast, which he did in the style of a French chef. Of course, after what had happened, I could not do less than pay his way and make him welcome to a seat in my buggy for the rest of the trip to Kansas City.

"We had to go over the worst part of the route next day—the worst in point of roads and in the class of people we were likely to meet along the way—and I was not sorry for company. The train robbing gangs were still at work in Missouri, and liable to be lurking between jobs on either side of the Kansas border, and the Indian territory desperadoes sometimes took a shy at business as far north when things got hot for them in their own country.

As we jogged along, Carson—Leander Carson was the name my friend gave as his, and proved its authenticity by exhibiting to me a show bill, in which he was set forth as the world's champion shot—kept his gun in hand, and bagged a quail or squirrel here and there by the roadside, which gave our journey something the air of a hunting trip. But I made our stops short ones, and pushed the horse all he could stand, not wanting to be caught over night in that bad country.

"Dusk overtook us in the last five-mile stage of the day's journey, and just as the roadside trees and bushes began to look 'pokerish' in the gloom the horse shied, nearly upsetting the buggy, and a man with a black handkerchief tied round the

harder to account for than our getting away from the robbers. We got to our stopping place all right, and said nothing there of what had happened, although the landlord and his hostler 'reckoned' we must have driven right smart to get the horse in such shape, and 'allowed' that the road we had come over was a pretty good one not to linger on if a man's team and wagon gear would stand the racket.

"It was Carson's particular request that nothing be told of our adventure with the bandits so long as we were together, and I respected his wishes. Even with me he was reluctant to talk on the subject, and refused utterly to say whether he thought the men were badly hit—which led me to



AN OUTING OF THE O. R. & N. CO.'S EMPLOYEES.—COURTESY BRO. H. HENSON, DIV. 362.

lower part of his face started from somewhere in the darkness and seized the bridle. In the bushes on the left I saw indistinctly another man and the shine of a rifle barrel covering us. I had just time to realize these things—then Carson, not raising his gun to his shoulder, fired right and left. The rifle went off in the air as the man in the bushes fell backward, the buggy bumped over the man in front and the horse was running away.

"Our danger was not over until I got the horse calmed down. He ran a full mile before I could bring him under control, and over such a road, how we escaped a smashup and broken necks is

think that he knew they were, and, like most men who have acted as principals in such cases, was disposed to let the matter drop from remembrance as soon as possible. Beyond this I have a suspicion that he had his personal and private reasons for not bringing himself to the attention of the authorities, which would be the result if our adventure were reported. Whatever the history of his past doing, Carson certainly played fair with me, and rendered me inestimable service. When he left me at Kansas City it was with a railroad ticket and a 'stake' in his pocket. Since then I have never met or heard of him."—*New York Sun*.

Correspondence.

All contributions to our Correspondence and Technical columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer to insure insertion.

We shall be glad to receive articles on any subject of general interest to the fraternity.

All communications are subject to revision or rejection, as the Editor may deem proper.

The Editor does not assume responsibility for the opinions expressed by contributors in this department. C. H. SALMONS, Editor and Manager.

A Sign of Spring.

Today I heard a robin ;
His old familiar trill
Right through my heart went bobbin
Tho' cold as winter still ;
He tells me it is over,
And since he went away,
He lived in fields of clover,
And sported every day.

'Twas down in southern valleys,
Where sunshine lingers long,
And every songster rallies,
To fill the vales with song ;
While we are fighting blizzards,
And digging out the trains,
With cold and hungry gizzards,
And almost stagnant brains.

He tells of southern Brothers
In shirt-sleeves on the rails,
While our beloved mothers,
Amid the driving gales,
Would never know the darlings
They danced upon their knees,
Unless 'twas by their snarlings,
And efforts not to freeze.

There is a land of all lands
Beyond this vale of tears,
Where wreaths of choicest garlands
Are waiting engineers,
Who toil with brain and muscle
To keep old mills alive,
Through many a weary tussle
Of ceaseless drudge and drive.

From there no robins wander—
'Tis summer all the time;
Fond hearts ne'er drift asunder,
In that delightful clime.
I heard so from my pastor,
Long years and years ago,
Ere called to meet the Master,
Away from frost and snow.

—SHANDY MAGUIRE.

Trouble and Triumphs of Travel.

BY SHANDY MAGUIRE.

[Continued from March JOURNAL.]

I went to the station in the afternoon and asked for a lower berth of the Pullman ticket agent. "I have nothing but upper berths," he replied. That was bad news, and I drew back from the window to think upon a plan of procedure. He looked like a man who hated himself, and with good reason. He was old, crabbed looking, uncommunicative and sour as a crab-apple in his conversation. He had been reading a paper as I approached, and I had no right whatever to disturb his Royal Nibs, a poor crawling plebeian like me, or to come between the wind and his nobility. He was no bureau of information gabbler, who would steer you for Kalamazoo if you desired information how to get to Oshkosh. He was simply an autocratic berth dispenser. I watched him till he laid down the paper, and had at him again. The time arrived. He yawned, which indicated bile knocking about in his stomach, and I stood at the window and tried him again. "Standing in front of a window all day, in drafts, and answering all manner of questions, is about equal to pulling the stroke oar in a slave galley; and I always have a heart full of sympathy for the man who is obliged to earn his daily bread in such a way."

He fired a glance of his half closed eyes at me, hung in the wind for a second or two, and said:

"If old Job had the job, he'd never be noted for his patience."

He nibbled the bait and I played to land him.

"Indeed, your allusion is a happy one. There are many sufferers in this world who have internal carbuncles, principally on their hearts, and must keep a smile wreathed on their faces to please people, just as you are obliged to do here, no matter how you feel."

"That is true. Where did I understand you to say you are going?"

"Los Angeles."

"Are you alone?"

"No, sir."

"Lower 9 is held to Trinidad until 8 o'clock. If it is not applied for, you may have it."

"Many, many thanks. Half a loaf is better than no bread. If I succeed in getting it, it will mean two nights. Am I right?"

"You are."

At 8:05 the berth was mine. At 10 the train left for California without any change to there except a change of beds after the second night out, but I borrowed no trouble.

The first business in order, after entering a sleeper, is to note who are your fellow travelers, and try to discern some of "our own folks" amongst the Philistines, if any are to be found. Neither was it a crowded traveling caravansary, about fifteen all told.

All the bipeds had to get into the smoking room while berths were being gotten ready, so as to let the ladies have the vacant seats. I sized up faces, but could not recognize anybody. After a few moments I saw I was being watched by a strapping looking young fellow on the weather side of 30; and after a spell, he came alongside and handed me his card; it read, "F. J. Bryant, Lafayette, Ind."

"I think," said I, "that I have seen your comely looking phiz before, but a deceitful memory fails to inform me where; am I right?"

"Yes," he replied, "we met in Atlanta and other places."

"Are you going to Los Angeles?"

"I am."

"Why are you so late?"

"Waiting for passes."

"Put it there," I said, extending my hand, "I am a passenger in the same canoe."

After a chat, we retired as we were passing through Joliet.

Ere saying "Now I lay me down to sleep," I related some experiences I had in the place in October, 1887, during the Chicago Convention. That was the year, and Chicago the place, of the founding of the Ladies' Auxiliary into a grand body. In those days, before women be-

came legislators, to help along the interests of our order, they used to go sight-seeing daily. On one of the days we were furnished a special train for them to Joliet to see the prison of the state, and also to see the town. There were 166 ladies and but three or four men, of whom I was one. We were all brought into the chapel of the prison, where we were given instructions by the superintendent, and emphatically told that there must be no conversation whatever with the inmates. We were then marshaled in pairs, Mrs. Perry, wife of the Chairman of the Committee of Arrangements, and myself leading. As we advanced a few paces from the official, I got my handkerchief into the shape of a gag, and was asked by my marching mate what I intended doing with it. True to my instructions of holding my tongue, I pantomimed its use. She gave me the laugh. We entered the prison proper the next instant, and witnessed one of the sad sides of human nature. After having been treated exceedingly courteous by our guide in our rounds of the prison and when again in the chapel, the ladies were paid a deserved compliment for their obedience to the request to hold their tongues.

The next morning being the Sabbath, we were gladdened by a most beautiful day. We arrived in Kansas City on time, and having half an hour there we had a brief view of a part of the town. After the train again started, Fred Bryant said to me, "There is a delegate on this car."

"Who is he, and did he also have to play the waiting game?"

"His name is Billy Sanderson. He is a Wabash man, from St. Thomas, you can ask him the remainder. Here he is."

We had a shake and a chat, and an inquiry if western water agreed with me, or would I like it diluted; to all of which the proper replies had been given, and we went together into the smoking compartment. As I was standing, during a lag in the conversation, I heard immediately behind me a voice saying: "Will you permit an old chum to have a shake of your paw?"

"Hello! McGovern. How are you!"

"Tip-top. How are you?"

"The same. Are you alone?"

"No; my wife is outside."

"I am right glad of it. You need never be ashamed of her company. She has the stamp of genuine womanhood on her handsome face, and the only surprise is how you caught her; for, like myself, you must have been crowded into a corner when beauty was being dispensed."

Gentle reader and fellow-tramp, you will discern that we're rapidly growing into a condition to win the praise of President Roosevelt, on account of the increase of our family. Besides those already mentioned, there was Miss Lape, whose father used to be Superintendent of Motive Power of the Santa Fe, and a companion, another charming young lady, whose name has escaped my memory, making seven so far; and as a certain lady, the mother of eleven children, once said in reply to her husband's inquiry, in my hearing, if the youngest was to be the "baby":

"I don't know, Jack. God is good; we may have more."

We had an appetizing dinner at Topeka; and after we again got in motion we were formed into a family group, expatiating on the beautiful views we were getting from our car windows of the fruitful farming lands of Kansas. The magnificent roadbed we were getting whirled over came in for its share of encomium, as did the stations and their tasteful surroundings.

When the shadows of the trees were lengthening that evening as the sun was sinking below the horizon, Brother McGovern directed our thoughts into a religious channel, saying that such a gorgeous sunset was a welcome omen of good luck sent us from the Throne of the Deity, and we should return thanks for such favors. He then, in a voice of much sweetness, began singing the following words to a well-known air:

How glorious the sun is declining,
The sky is with splendor ablaze,
The scenes we behold are refining,
And filling our hearts full of praise.

Oh, beautiful land we skim over,
Abundantly fruitful today,
May heavenly gifts o'er you hover,
And prosper the dear Santa Fe.

Then, in unison with the singer, every one in the group burst out in perfect harmony in the chorus:

And prosper the dear Santa Fe,
All over its whole right of way,
May engines and cars
Speed along without jara,
The same as we're running today.

The great Rocky Mountains we're nearing,
The foot-hills shall soon be in sight,
And now the bright sun's disappearing,
Dear Kansas we bid you good-night!
Some hundreds of miles in the morning
Our train shall have shortened its way,
And sunshine again be adorning
The sights on the fine Santa Fe.

Chorus:

The sights on the fine Santa Fe,
Through every hour of the day,
Rock ballast and ties
Are the best 'neath the skies,
In use on the fine Santa Fe.

Berths were made up soon after, and a refreshing night's sleep was our portion. The next morning we had an increase to our family. Brother Pound, of Div. 156, Birmingham, Ala., with his wife and young daughter, joined us. The object of his visit to Los Angeles, as near as I could make out, was to endeavor to secure the next convention for his home town in the sunny South.

How he did expound on the beauty of Birmingham! This side of Paradise there was no other such place; and the realms of fact and fancy were to contribute their choicest rewards to be conferred on all who'd help to get it there. The Division could not have sent out a more enthusiastic advocate. He extolled the town and gave it all the virtues ever catalogued. He certainly did his duty to his constituents, but Hiner had the whip hand, and he was helped to crack it, too, by a few silent toilers, unheard of yet by him, who did it for old acquaintance' sake.

Still later on this same day we had another increase to our family—Bro. and Mrs. H. C. Davis, of Denver, and their

two sons, one about 15 and the other about 17 years old, making our number fifteen, and here we are—some of us, but not all, as the remainder are not yet out from dinner. We are at Las Vegas, and Fred Bryant is the button pusher. I am the first on the left, looking like Shakespeare's sixth age of man "shifted into the lean and slippered pantaloons"; Old Sweetness next, one of the Davis boys next, Brother Sanderson next, then Brother Pound, Mrs. McGovern, Brother McGovern, Mr. and Mr. Davis.

(To be continued.)

I recall one instance in the long ago when the influence of the Brotherhood of the Footboard, as it was then called, won their first fight for an increase of pay on the New York Central, and it was not a hard fight, either. The Civil War had increased the cost of living, and the railroads had raised the rates on freight, and the Central was getting as high as \$130 a car for live stock from Buffalo to Albany, and the engineers thought they were entitled to an increase of pay. They were getting at that time \$2 a day and the firemen were getting just half, making \$60



GROUP IN THE SUNSHINE OF LAS VEGAS, N. M.

Early Days of Railroading.

• NIAGARA FALLS, ONT., Feb. 14, 1905.

EDITOR JOURNAL: It seems to me that if some of the old members of our Brotherhood would contribute short articles on the early days of railroading and the benefits accomplished by the B. of L. E., it would make interesting reading for both the old and the new members. In the early days the members, like the signers of the Declaration of Independence, had to hang together or they would hang separately, as Benjamin Franklin put it.

to \$62 a month for engineers and \$30 to \$31 for firemen.

I attended a meeting of Div. 18, of which I was a member, the night that a committee was appointed to go to New York and try to get an interview with Dean Richmond, who was president of the New York Central. The committee was composed of three of the oldest engineers—George Colborne, Robert Chapman, and Charles Wilson, afterwards our Grand Chief. He is now dead, but Colborne and Chapman are still living and in

good health. The committee were instructed to ask for an increase of 25 cents a day, if satisfactory to the committee from Albany and New York. I think P. M. Arthur was on the committee from Albany, but am not certain. However, the committees got together in New York and were received by Mr. Richmond. Brother Wilson acted as the spokesman. He told Mr. Richmond that the cost of living had gone up, that they had to pay war prices for everything they needed, and that as the road had advanced their rates of freight, they, the engineers, asked for an increase in their pay.

Mr. Richmond asked if they represented the engineers' organization. Brother Wilson replied that they did. Mr. Richmond then asked how much the cost of living had advanced. Brother Wilson took his pencil and figured the cost of living, taking a basis of five in a family and the increase in house rent, beefsteak and clothing, and then asked Mr. Richmond if he did not think they needed an increase.

Mr. Richmond then asked them how much of an increase they wanted. Brother Wilson said 25 cents a day. Mr. Richmond said: "Why, that isn't enough. I will make it 50 cents a day, and the same increase will apply to the firemen in proportion to their wages. The committee thanked Mr. Richmond and retired to their hotel, and after a conference they decided to go back and tell Mr. Richmond that inasmuch as he had treated them so liberally, they would not take pay for Sundays, only when they ran their engines, as they were not often required to run Sundays, but were always paid for the day.

Mr. Richmond again admitted them, and Brother Wilson told him what the committee had decided on. But Mr. Richmond said: "No, I will pay you for Sundays, so that we can use you when we need you, but will try to give you every Sunday off when possible. I think the increase is just, and I will not decrease it one cent."

That is the kind of a man Dean Richmond was; and the road prospered under his management and grew rich, and Com-

odore Vanderbilt never could get hold of the Central while Richmond lived, and when Richmond died the engineers lost their best friend, and every locomotive was draped in mourning from one end of the road to the other.

I remember boarding a special train at Rochester. The train was made up at Albany, and I met P. M. Arthur for the first time while on his way to Mr. Richmond's funeral.

Dean Richmond now sleeps in a marble tomb in the old cemetery at Batavia, and near it stands a granite column with the statue of Capt. William Morgan, the man who, after joining the Masonic organization, published a book revealing all their secrets, and who disappeared and never was heard of afterwards; and the beams of the setting sun fall with a mellow light on Richmond's tomb and cast a shadow over Morgan's statue. Richmond recognized the new organization, and Morgan, after joining the older one and getting its secrets, gave them away to its enemies and mankind.

Well, judge between the two men. The name of Dean Richmond will last as long as the Brotherhood or its last member survives. Fraternally yours,

W. H. H. WEBSTER, Div. 328.

Politicians to Make Through Rates.

EDITOR JOURNAL: At the present time, when there is so much being said and written regarding a law authorizing the Interstate Commerce Commission to make freight and passenger rates for the railways of this country, I thought that a few lines from an engineer as he sees it from his standpoint might set the railway employees of this country to thinking, and perhaps bring them to realize that this is a matter of vital importance to us all, and that we should do anything and everything in our power to influence legislation and try to prevent the enactment of this law. There is no reason why we cannot make our influence felt if we go at it in the right manner.

Regardless of the fact that we are enjoying a period of commercial and indus-

trial prosperity, which in a great measure can be attributed to the excellent service that the railways are giving to the producers, manufacturers and business men of the country, there are a great many politicians that are advocating the passage of this law. They have conceived the idea that there is a wave sweeping over this country demanding it, and if they do not fall in line it may affect them politically, and in order to serve their own selfish ends are willing to see right and justice pushed to one side.

The railway employees comprise 14 per cent of the voting population of this country, and I believe that the time has come for us to rise up in our strength and show our determination in protecting our own interests, instead of promoting the interests of politicians who advocate unjust legislation adverse to railway interests in order to secure votes.

The prosperity of the country depends largely on transportation rates, and should be left in the hands of experienced men in this line, instead of being put in the hands of politicians that would handle the matter with the view of making political capital.

On account of having had able men to handle these matters, they have made it possible in the last twenty years to lower the average freight rate from $1\frac{1}{2}$ cents to $\frac{3}{4}$ of a cent per ton per mile, and at the same time they have increased the facilities, affording comfort and safety to their patrons, although the cost of operation was thereby increased proportionately.

A very large per cent of the railway men employed in train service in this country have always stood for a protective tariff, knowing that it meant higher wages to all classes of labor "aside from use," and fully realizing that at the same time it raised the prices of commodities, which meant more expense to us in the cost of living. We stood for it because of the good that our great big army of working men would derive from it on account of the protection given the manufacturer, thereby enabling them to pay higher wages to their employees. By the enactment of the proposed legisla-

tion, it would so change the laws that the railways would have nothing whatever to protect their interests and it would mean but one thing for the employees, and that is more hardships and privations, and I feel that now we have the right to appeal to all classes of labor to aid us at this time, and I believe that they will be ready and willing to help us. I can conceive of no reason why the railways are not entitled to some consideration and protection, as well as the manufacturing interests. It would be grossly unjust to make a law that would almost wholly put the management of the railways in the hands of the politicians and did not provide for the making and adjustment of the employees' wages. If there is any class of labor that should be protected, it is the man employed in train service on our railways. His dangers, privations and hardships are many; his work is very arduous and on account of having to be away from home a great deal of the time, his expenses are heavy. No matter how inclement the weather or what the conditions are, when the time is up he has to go. I believe that the railways of this country have as good and intelligent a body of men to operate and handle their trains at the present time as could be desired, and for the interest and safety of the traveling public, it is up to the people of this country to see to it that conditions are not changed by embarrassing the railways to that extent that it will not be possible for them to deal with their employees justly, and by so doing drive the good men from the service instead of drawing them into it.

What we want to keep in mind all the time is that all the agitation on railway rates is always for lowering them. Nobody ever wants a commission given power to raise them. The rate per ton per mile, as I have shown above, has steadily decreased. Sixty per cent of the entire operating expense of the railroads is paid to its employees and it is the first element of expense to feel adverse conditions in the way of reducing the number of men employed. It is our business to see that our position in the matter be

thoroughly understood. Low rates will mean fewer men employed and there is nothing within the power of the railroads that can prevent this.

Because of this, it is our business to act promptly and unitedly and do all that we can to persuade Congress against conferring power upon a commission to fix rates.

Fraternally yours,

FRANK S. RODGER, Chairman,
C., M. & St. P. Ry.

Why a Young Engineer Should Join the B. of L. E.

EDITOR JOURNAL: Why should a young engineer join the B. of L. E.? This question is often asked of the old engineer, and of late the query has become quite frequent for obvious reasons. I admit that it surprises me, for you know by men's work should they be known, and certainly no set of men have ever done any better work for men of their kind nor for humanity at large than have the members of the B. of L. E.

From the very inception of the order it has stood for all that was good and noble in man. It was founded on truth, and truth lives just as surely as a lie dies because it is a lie. If a monument were erected to the memory of the founders that towered to the skies it could no more than do them justice. From a moral standpoint no estimate can be put on their work; from a financial point of view imagine the amount of good that has been done by the \$13,000,000 paid by our insurance association to our helpless Brothers and their families.

In the years gone by the public pictured the engineer as a great big fellow always with a greasy cap and a big silver watch chain, very profane, the frequenter of the saloon and the gambling room. It took some time to blot this picture out, but it has been done. The modern, up-to-date B. of L. E. engineer stands for all that is good and true in life, and right here I want to say that I know of no trade, calling or profession where so many good qualities are demanded of a man as are demanded of the engineer of today.

He must be sober, temperate and reliable; of undoubted courage at all times, accurate in judgment and with nerves of steel. The man who dissipates or is immoral cannot fill the bill nor can he be a member of the B. of L. E. Every member of that organization may feel proud of the past record. We know what has been done and the future looks more than hopeful. We have been very fortunate in getting and keeping at the head of the organization great, big, level-headed men who were in their work with their whole heart. They have carried us on and on to our present standing in the labor world.

Men reap as they sow. There was good seed sown in the past and the young engineers of today are reaping the harvest,—a harvest of good wages, peace and contentment. If he is the right kind of a man he is assured of fair treatment by railway companies throughout the country. The fact that he is a member of the B. of L. E. adds to his prestige as an engineer. For the railway officials know that a man must have many good qualities that go to make a successful engineer before he will be admitted to the order.

No man can afford to stand still or to lose ambition. To lose ambition is to lose hope. The man who does not wish to advance will most certainly go backward. The fireman of today must prepare himself to be the engineer of tomorrow and to take up and carry on the work being done by the engineers of today. He cannot shirk in any way without distinct loss to himself. To accomplish anything worth while men must work together as a unit. No diversion of any kind is possible. The great good accomplished in the past was done by the united effort of the many engineers and no one else. To them all the credit is due.

And you, the young engineers, may show that you appreciate it by getting in line and taking your share of the labors and honor, as soon as you are eligible. And when you do become a member, never do anything that will in any way lower the dignity of the engineer. Have faith in your fellow man. Remember

that he is as sincere as you are; that he is just as honest. Be a man in all that the word implies.

There is an old legend that tells of the spirits of dead warriors who would meet daily in the halls of Valhalla and there around the festive board account the deeds they did in the other world. It seems fitting to me to apply this to the engineers whose deeds of valor while here on earth would have entitled them to a place at the "festive board."

Day by day, my Brother, you and I are drawing closer to that last trip from whose bourn no traveler ever returns. Let us all, then, do all the good we can while here; assist each other in every way. To the young engineer I say, join the B. of L. E. at once and live up to its teachings. It is your duty to yourself, your family and to your fellow man.

WILLIAM R. BRANNON.

Division Addresses Semi-Annually.

WINSLOW, ARIZ., Feb. 12, 1905.

EDITOR JOURNAL: Having been a delegate to our last convention, and interested in having our Division addresses printed semi-annually, I feel as if some of the Brothers were treading on my toes when they find fault with the act.

When senators, congressmen or state legislators represent the people, they usually go the limit in expenditures. There are exceptions occasionally where a representative of the people (politically), or the body as a whole, are economical, with a saving to their constituents. When this occurs, the act is heralded and approved by the public as evidence of exceptionally good morals.

The Los Angeles Convention passed an act saving \$4,500 per year to their constituents, and judging from the remarks of some of our Brothers, "the public is wrong in their views on this subject."

Our JOURNAL should be considered from a business point of view also. It must be plain to every Brother that a business with an unnecessary expense of \$4,500 per year is not assured of continued success under all or unfavorable conditions.

I contend that all the Division addresses are read not oftener than once a year by the majority of members. Then why print them twelve times a year? Printing them twice a year is a liberal allowance, and if any of our Brothers have a preference for that kind of literature, there is nothing to prevent them from cutting the addresses out of the JOURNAL, carrying them with them, and reading them 365 times a year.

Some of our Brothers may deem it unnecessary to have \$4,500 in the Grand Division treasury. The convention reduced the charity claims from a liberal amount to an exceedingly moderate allowance to claimants, in order to hold the total amount within a conservative limit of our funds; besides, the Indigent and Pension Fund comes in for consideration here.

Furthermore, a portion of this \$4,500 in money paid in the form of Grand dues—Grand dues paid by some old Brother who possibly may be in straightened circumstances, or some deceased Brother who leaves a widow and children. They have a legitimate interest in that money. If any of our Brothers want to get rid of the money, I say pay it to the old Brothers or widows; they most certainly are entitled to their percentage.

Furthermore, I question the moral right of any member to waste the money as advocated. If we have too much space for reading matter, cut it down.

Talk about a referendum vote! I am in favor of a referendum on all public matters. I introduced a resolution on referendum at the St. Paul Convention, which was passed up with a smile by Brother Hays as "too long to read." But if the last referendum vote is a sample of what we can do, I am not in favor of the B. of L. E. having a referendum vote. It is getting too near the departed.

The only legitimate reason I can advance for the Brothers finding fault is the "Woodman, spare that tree" sentiment versus Progress; or vanity in wanting to be advertised as local officials, which very few read, and which can be read just as often when printed semi-annually.

H. HEIDE.

In the Sixties.

ROCHESTER, N. Y., March 6, 1905.

EDITOR JOURNAL: I was much pleased to see an article in the March JOURNAL written by Bro. W. H. H. Webster, now American Consul on the Canadian side at Niagara Falls.

He spoke about the two engines borrowed from the Michigan Central by the New York Central, one being the "Salamada," the other was the "Babylon." I don't think my old fireman, Herman Balway, now living at Syracuse, and myself will ever live long enough to forget the trip we had with her. Our usual trip was running from Niagara Falls east on direct road and the old Auburn road west.

By some mistake we were not called to go out the next morning on the old road on our engine 347, but Harry Watky was sent in our place. We went up to the office and saw the Master Mechanic, Mr. Watky, and explained matters, and asked him what we should do. He told us to take the "Babylon," which was down at the depot in charge of Alfred Wright, hooked on to the train, ahead of five engines, which was to take the train out as soon as the New York Mail from the East arrived. I delivered my message to Mr. Wright and the look he gave me I never will forget. He said, "This is the third time I have been driven off different engines this morning." I took the engine, but refused to run her ahead on account of her being the lightest one in the lot. I appealed to the station master, Henry Wait, but it did no good. It was snowing and blowing fearfully, and no one wanted to take the responsibility of the train by going ahead in such a storm. But in order to get my engine at Rochester I consented to run her. We started with 130 pounds of steam, and every time she exhausted, she dropped 5 pounds. We hadn't gone over a mile before she was down to 40 pounds. The fireman, one of the best that ever stepped on the deck of an engine, was struggling hard to keep up steam, but it didn't do any good. I dropped the injector off and that didn't

help her. The other engine was snorting and cracking, and we were going along a good clip, with ten coaches and virtually a dead engine ahead. Things began to look desperate and I realized the fact that it was absolutely necessary for the welfare of the train and the passengers to keep steam on her or stop and cut her out. I saw I couldn't use steam and keep up pressure enough to whistle in case it was necessary, so I shut off steam entirely and put on the blower. I kept it on all the way to Jordan, which was the first stop, then she popped off. I also kept the oil blowers on, to prevent the cylinders cutting. I rang the bell to start, but the conductor said the other engines were short of steam. He complimented me on having steam, but I said the fireman was entitled to the credit.

We started again, but had to shut the steam off and resort to the blower. I managed in that way to keep the steam up to 130 pounds, all the way over the road. It was a Godsend to us all that I had the steam to whistle at Clyde. There was a large passenger train just ahead of us, pulling into the station. We had no air brakes at that time and I had to put her in the back motion to help stop it. It was the remark of the conductor and others, how well the "Babylon" was doing. Well, I let them talk.

When we got to Rochester they wanted only four engines to go to Buffalo. They wanted the best steamers and Geo. Lingham took it for granted that the "Babylon" was one of the best; so they decided to take her, and I was pleased to give her up. He was the regular engineer on that train, and I claimed at Syracuse that it was his place to go ahead. I wanted to get even with him and get the "Babylon" near home, so she wouldn't come back; and that was the way we got rid of the "Babylon." Fraternaly yours,

E. P. SHAFFER, Div. 18.

Be Prompt in Every Duty.

PHILADELPHIA, PA., Feb. 18, 1905.

EDITOR JOURNAL: In the January JOURNAL, page 33, we read these words: "This is not poverty, neither is it willful

neglect; it is simply carelessness with compound interest," and it is an inducement for us young fellows to go and do likewise. I have always been under the impression that I retained my membership in the B. of L. E. by being prompt in paying my dues and obeying all the laws pertaining to the same; but "Collector" in his article has shown that there exists all through the Brotherhood a class of men who are determined to give someone all the trouble possible to receive from them the dues that belong to the Division. I, for one, am ashamed of the condition, and I wonder what the result would be did the railroads they work for pay them in an I. O. U. Their howls would be heard from "Greenland's icy mountains to India's coral strands," so to speak. The G. C. of A. and their paid chairman's lives would be tormented by their howls of distress because their supplies of living would be shut off in a few weeks; for my experience has taught me that generally where a man is making good wages, and is behind in his dues, he is behind in all things. There are some exceptions to such cases, through sickness, and so forth, which every Division, no doubt, reaches out the helping hand to; but such cases as "Collector" has written about, should not have a helping hand and the only way to deal with those who are careless is to strictly apply the law, which you will find on page 76, January JOURNAL, in regard to the life insurance.

If I were the collector I would not ask one man for his money, except those who live out in some place where there might be a possibility of him not having received his JOURNAL. Take Philadelphia, or any other terminal; is there any excuse for a member not knowing what the assessment is per month; even if he does not receive his JOURNAL, is there any excuse why he does not know by what day it must be paid, to keep beneficial, and if he is not in a position, through any cause, to be able to pay it, is it not his business to hustle about it and not the collector's? I would not pay one of them, because I have known of too many cases

where the collectors never received it back. So, if I had been having the trouble so many collectors have been having by the evidences on these two pages, I would notify all members that on and after a certain month I would be governed by the law. "Oh," says one, "if you did, it would break your insurance up." Would it? If so, let us try it, and you will find the result will be, if it is worth thinking about at all, a great deal more interest displayed in how to be reinstated than the collector now has to use to collect it.

Our Divisions and our insurance can no more meet their obligations when our members are not prompt than the members can meet theirs, when the railroad pays are not prompt; and I believe so many of our members have become careless because we have permitted them to become so and the greater fault is ours, and it will not be an act of injustice to them to get them out of it, but will be an act of justice to the association to do so. Many of them never read the laws possibly, and seldom read the JOURNAL, or they would not depend on some one else to attend to their affairs.

Come, boys, stop your willful neglect, or it may cost your wife and baby at your death the price of your policy.

Fraternally yours,
C. B. NIXON.

Going the Wrong Way Without Knowing It.

TORONTO, CAN., March 7, 1905.

EDITOR JOURNAL: In the JOURNAL of February, page 118, "Indicator" says, "there are two cases on record where engine and train have been traveling backward while enginemen were under the impression that they were traveling forward."

Having personal knowledge of one more case, which may be of some interest to your readers, I will tell about it.

The engine was a Portland, 4½-foot wheel, 26-inch stroke, and was considered by engineers who had run it as "slippery." The run was a short one, but with heavy grades, and at this time with but

little ballast, and consequently grass, weeds and thistles grew in abundance. The engine had not been to shop for general repairs for a long time and was in bad condition, deep grooves in tires of driving wheels, and every one who ever ran an old engine with two flanges, knows what it means on good rail; but in this case, after running some weeks in dry weather over the grass, thistles, etc., the rail was badly "gummed," and one night when there was no moon the rain came down slowly and moistened up the gum on the rail until it was like grease. The headlight was not in working order and as the sand was dirt and had been reported as "no good," everything looked exceedingly "dark" for climbing the hills. The engineer, who went by the name of "Old Ben" by all train hands, told the conductor we could never get up those hills, even with this light train of coach, baggage, two "way freight" cars, and two cars of coal; but orders were for coal to go sure; so Old Ben started out slowly, the drivers slipping every foot of the way, or all the time, with as little throttle as could be used. When the first heavy grade was met more care and longer strokes were used, and Old Ben thought we were doing very well. The engine was slipping all the time, but it seemed to run, so that he was making very good headway; but by accident, the fireman, whom we will call Bob Yarnold, got sight of some object in the darkness and said, "Say, Ben, do you know we are going backwards?" "Impossible," cried Old Ben, looking out into darkness and rain, Bob holding the torch to see if driving wheels were working forward, and *they were*, but engine and train were traveling backward. They had been making headway up the hill, but as the rain wet up the gum from the weeds which had been accumulating on the rail, the movement ahead had come to the stopping point, with no jar to indicate it, the slipping continuing, but the train sliding backward.

The reverse lever was thrown over in a hurry, while Bob held the torch to see when train arrived at first switch, where coal was "set out" in siding, and a new

start was made with the lightened load of two light cars and two coaches, and Old Ben made the terminal 18 miles distant, 1 hour and 30 minutes late.

Of course, the matter had to be reported, and in a few days on came the Master Mechanic to investigate. He came into the roundhouse, not speaking to any one, not even taking a look at the grooves in driving wheel tires, but made a bee-line for the sand heap, and taking up a handful, examined it and threw it down, saying, "That is not sand, that's limestone," and told the engineer, "I will soon send you two cars of sand, and I don't think you will have any more trouble with your light trains and engine going backward when you *think* you are going forward," putting a considerable stress on *think*, as though the engineer was not telling the truth.

Others have thought the same, saying it is only a case of willful lying. Others say it must be that there was too much whisky; but as Old Ben was a temperance crank, this was not the case.

Is it not strange that a man who had worked for many years as fireman and engineer on all sorts of trains and finally eight years on a passenger train, having all sorts of luck as other engineers, in snow, breakdowns, runoffs, etc., yet his name was never on the fire sheet, had worked under several different officials, never had any trouble with them, one of them for 12 years, and never got a cross word from him. Old Ben left the road after 30 years, honorably, and yet this man today will tell you he never thought for a moment the train was going backward until told by his fireman.

How any engineer could possibly be attentive to his engine and have engine and train come to a full stop and start backwards and not know it, is a little strange, but as "Indicator" says, "Circumstances and human beings can combine to cause results which, were they not facts, would be considered by the most broadminded and experienced individuals to be absolutely impossible."

Fraternally yours,

B. L. SWEET, Div. 174.

Reduce Number of Delegates.

EDITOR JOURNAL: I have been reading an article in the February JOURNAL, and if your space will permit I would like to say a few words on these lines. The article I refer to is by C. B. Nixon, and he advances the idea of reducing the number of delegates to the convention to one hundred, and, as I read his article, this idea is advanced in one way, to "set a good example for our General Committee of Adjustment." Brother Nixon does not take into consideration the fact that it is dollars to doughnuts that every one of the hundred delegates whom he advocates sending to the convention to make the laws for 50,000 members will be the chairman or a member of some Board of Adjustment, who will be supposed to set a shining example for himself.

We are given an idea of the voting capacity of the hundred delegates,—“one vote for every hundred, three-quarters for seventy-five, one-half for fifty, and one-quarter for twenty-five,”—but no idea of how this vote is to be taken in the convention.

Even if a law could be made for the selection of the hundred delegates, I can conceive of no way of handling them on the floor of the convention without a big waste of time and the services of several mathematical experts at every session of the convention. While this idea might apply to a Board of Adjustment where, to quote his own figures, 3,500 engineers might be directly concerned, I should consider it both impractical and impossible to carry it into one of our biennial conventions.

My idea of lessening the cost of our conventions would be to reduce the time the convention is assembled. Let the measures which are brought before the convention be first put before the Subdivisions and discussed by the Brothers, and the results sent to the Grand Office. Empower the Grand Chief to call the Committee on Constitution and By-Laws together in season to consider, classify and arrange the same, cause them to be printed, together with the recommenda-

tions of the committee, and a copy given to each delegate at the opening of the convention. This plan would not only insure the careful consideration of the hundreds of resolutions brought before every convention, but would leave the committee on the floor of the convention to act on other important measures brought before the delegates.

The Los Angeles Convention convened May 11th. The Committee on Constitution and By-Laws were ready to make their report at the afternoon session of May 28th. The greater part of this time could have been saved if the above plan had been in effect.

Of course, it must be understood that a delegate can introduce any measure at any time, provided he have the consent of the delegates, and the above plan would not bar any important resolution from being brought before the convention. but would insure the bulk of the resolutions being ready for the action of the delegates at the opening session, if it were deemed advisable to bring them forward at that time.

If the time the convention is assembled can be reduced one-half, then the expenses of the delegates will be reduced in like proportion.

Now, a word as to the number of delegates. I believe it for the best interests of the Brotherhood to have as near as possible every Division represented at our conventions. The Brother from the small Division, even though he may be located at the farthest point from the convention, may be the very man needed at some critical point in the proceedings. As to transportation, even if the railroads refuse it to our delegates, if we reduce the present expenses one-half we can well afford to pay the fare to and from the convention.

It is a well-known fact that a dozen or less members in every Division are the real workers; then let us have all the Divisions and all the workers we can. If you have a big, unwieldy Division, split it up and give everybody something to say for the good of the order, and possibly you will keep them interested enough so they will attend the Division meetings,

and make it unnecessary for some Brother to come out in the JOURNAL and tell us what the Grand Chief said in 1869. Rather let us look forward to what the Grand Chief is going to say in 1969.

Fraternally, W. J. BOOTHBY.

Easy to Find Fault with Delegates.

NEW YORK, March 7, 1905.

EDITOR JOURNAL: It is better to be a "has-been" than a "never-was" delegate to a convention of the B. of L. E. The former realize the duty and responsibility attached to the honorable calling of representing a Division in convention. It is easy for the latter, having never passed through the trying ordeal, to see the imperfections in the laws enacted for the government of Subdivisions. It is not reasonable to expect that all the laws or the work done by the Grand body while in session would please every mind or suit each individual. I do not quite coincide with every move and law adopted by the Los Angeles Convention, but would it have been any different if you or I had been one of the delegates? There can be but one answer, and that is No. It is easy to find fault with those who were delegates, and to say unkind things of them, accusing them of "tomfoolery" and exceeding the authority invested in them. Some have expressed disappointment that the name of some Brother friend of theirs had not been brought before the convention as a candidate for Grand Office, because he was not a delegate to the convention; others have said unkind words of delegates who were elected to fill Grand offices, accusing them of electioneering for themselves, retarding the progress of the convention. What man is there in the rank who would not ask his friends to support him for a Grand office? The convention, in its judgment, considered it necessary and beneficial to create Grand offices and elect Brothers to fill them who were intelligent men, and if a Brother is guilty of no greater crime than asking his friends to support his candidacy for an election to office in his Division, or his friends among the delegates to support him for an office in the

Grand Division, he will have a "clear title," and the "right of way" over all obstacles to the "mansions in the skies." We should ever remember that the Grand Officers and the delegates comprising the convention are our Brothers, and officers and delegates by the good-will of a majority.

Mr. Gladstone once said to the House of Commons, that legislators were simply registers of public sentiment. This in a degree might apply to the delegates in convention. They are simply registers of fraternal action for the whole membership, and I believe they endeavored to act according to the dictates of their consciences for the best interest for all concerned; therefore, if they failed in every little detail to comply with our ideas, let us not be over-exacting. Delegates attending conventions uninstructed must use their own judgment upon certain laws as they are proposed. There is no other course left for them to pursue but to vote for or against, and if the measure adopted is not agreeable to the membership it can be taken up in the Divisions, acted upon, and the delegate for the next convention instructed how to vote upon it, providing they desire the measure repealed.

"Let each content in our place to dwell,
And envy not our Brother;
For any part that is acted well
Is just as good as another.

"For we all have our proper sphere below,
And this is a truth worth knowing;
We will come to grief if we try to go
Where we were never made for going.

"There are very many pleasant things,
As many pleasant tones,
For those who dwell by cottage hearths
As those who sit on thrones.

"If you have tried and have not won,
Never stop for crying;
All that's great and good is done
Just by patient trying."

J. PUFFENBERGER.

Reduction of Representation.

KENOVA, W. VA., March 8, 1905.

EDITOR JOURNAL: For years there have appeared in the JOURNAL articles from many Brothers upon the same subjects, namely: Reduced representation at conventions, permanent and central location

of Grand Office, insurance, and non-attendance at Subdivision meetings.

These four questions have had many advocates appealing for a change—to depart from old customs and adopt methods as befit our present needs and demands that will insure progressiveness and security.

For the first, a reduced representation at our conventions is essential and a necessity.

The second, a permanent home for the Grand Office, centrally located, at which our conventions could be held under a reduced representation, would save an immense amount of money to the Brotherhood, and our advancement would be certain and sure.

The third, our insurance is unsatisfactory to many; continued complaint is an evidence. The endowment plan, or a \$1,000 policy that would mature within a given time, in addition to our present plan would be appreciated. You can draw your own conclusions as to the good \$1,000 would do many of our Brothers who reach the age limit. We all contribute to enrich other insurance companies, and I do not see why the scope of our insurance cannot be enlarged.

The fourth question is the important one. Therein is the cause of all our trouble. It, truly, may be called the root of all the evils complained of.

Subdivisions should be officered by unselfish men, who are capable of advising, strong enough to stand by their convictions, judges of human nature, competent to handle the inexperienced and indifferent and educate and train the members to have confidence in themselves and, above all, an abiding faith and full confidence in the Brotherhood, for therein lies their salvation. It is also the duty of officers to so conduct their meetings that members will look forward to meeting day and all strive to reach the register first. This can be accomplished by a strict compliance with the laws and a little ingenuity and judgment. As soon as the members come to a realization of their positions, the obligations they are under to the order, to their families and themselves, the "certain element" referred to by

Brother Freenor will disappear from the conventions and the "wheels of progress" will revolve smoothly, without jar or pound, as the flat wheels, bent axles and leaky flues (these four questions and this certain element can be termed as such) would be removed.

The public must look upon these charges and criticisms that appear in the JOURNAL as an exposure of our weakness as a Brotherhood, as a reflection upon our delegates as to their integrity, loyalty and efficiency,—men whom they look upon as worthy of every trust and confidence imposed, who will keep a sharp lookout for the protection and safety of the B. of L. E. as they will for the passengers who ride upon the trains while they are in charge of the engines.

Give us a convention of progressive Brothers reduced to half the present number, composed of Freenors, Nixons and Bolivars, with W. S. Stone at the head, and the success of the B. of L. E. is assured and a certainty. REUBEN.

Endowment Fund Not Approved.

MISSOURI VALLEY, IA., March 6, 1905.

EDITOR JOURNAL: Some of the Brothers favor a change in our insurance laws in order to reduce the cost and also benefit the old members. Brother Freenor, of Div. 272, is in favor of an endowment fund and in order to raise this fund he would have each member deposit \$20 for each certificate he holds, which would mean \$20 to be deposited for each \$1,500 of insurance. The member holding a \$4,500 certificate would be required to deposit \$60, which would, I think, cause trouble in the order.

I am of the opinion that the B. of L. E. made a mistake when they adopted the insurance feature. Our Brotherhood was first organized as a labor organization and it should have been nothing else. I think the order would be better off today if it had never gone into the insurance business. There are about ten or twelve expelled every month for forfeiting their insurance.

I do not believe in compulsory insurance; if a member desires insurance

let him take out old line or join some fraternal insurance organization, which is cheaper and better than what has been offered by the B. of L. E. But as the B. of L. E. has been in the insurance business so long, it is too late to repeal the law compelling the members to take out and carry at least one policy. Our conventions so far have failed to agree on any plan which would reduce the cost or better the plan first adopted by the order.

If Brother Freenor has a better plan than the one now in vogue, let it be presented to the next convention for consideration.

The trouble with our conventions in such matters is that none of the delegates, or very few of them, know but very little about life insurance; and where there are so many delegates it is difficult to decide on such matters as life insurance. I think it would be a good plan if the next convention would appoint a special committee to take up the insurance question and report at the convention in 1908. There is not time enough for a committee to make a report during the sitting of a convention, as it would take months of study; besides, insurance statistics would have to be gone through thoroughly in order to adopt some plan that would prove satisfactory.

If the endowment clause should be adopted in order to benefit the old members, as suggested by Brother Freenor, the year of expectancy will have to be fixed; that is to say, when a member becomes sixty years of age he should receive his insurance.

Brother Freenor has it figured out that if the endowment plan is adopted, it would raise a fund of about one million dollars, which could be loaned at 5 per cent, which would make an income of \$50,000 to pay off the policies of old members to that amount each year.

I do not think this money could be loaned on good security, such as government bonds, for more than 4 per cent, and it is risky business for the B. of L. E. to go into money loaning by taking real estate securities. We do not want to get too many "irons in the fire." We are in

the insurance business now and find it a difficult problem, so I think we had better be slow about adding on the money loaning business. The B. of L. E. cannot afford to try any experiment, as it might prove to be very expensive.

GEO. H. CONNER.

Lukewarm Members.

HILLYARD, WASH., Feb. 22, 1905.

EDITOR JOURNAL: In looking over the JOURNAL I noticed a letter from one of the Brothers entitled "Lukewarm Members," and I heartily commend it.

These lukewarm members are the worst drawback to the B. of L. E. that we have to contend with. I sometimes think that they must have more confidence in their officers than I would like to place in them. I have known men to pay their dues from month to month, their insurance the same, and never come near the Division to find out where this money was going to or whether their insurance was being sent to the insurance department, and live along from day to day as though they were half dead and had no ambition whatever.

The Brother speaks of living up to the constitution. Why, you say anything to one of these Brothers and they think you want to deprive them of some of the liberties they have acquired by being an American citizen. They do not stop to think that the B. of L. E. has got for them all the comforts they enjoy, which are a great many more than working for \$2.00 a day.

Now, boys, turn over a new leaf and have enough interest to look in the JOURNAL and see when your Division meets or see if you can't learn the number of it so you can tell some member from across the continent what Division you belong to.

I have met members on my travels who would say, "I am not posted. I have not been up to the Division for a year or more." I feel like saying, "You ought not to belong." Such men do not deserve the benefits of a schedule, and yet these are the very members who have the most fault to find about the way company uses them. Such Brothers ought to think how

little their lack of interest in Division affairs entitles them to when they want help from it.

Fraternally yours,
JOHNNY.

Non-Attendance.

ALTOONA, PA., March 11, 1905.

EDITOR JOURNAL: I see in the March number of the JOURNAL replies to "Boli-var's" idea of non-attendance from "Flat Wheel," of Div. 599, and "A Member of Div. 206." I wish to correct a misunderstanding between "A Member of Div. 206" and myself regarding the expulsion of members for non-attendance. I do not advocate the expulsion of any member so long as he pays his dues and insurance assessments, and keeps his mouth shut about things of which he knows nothing, especially those pertaining to the handling of grievances, etc. There are a number of members who cannot spare the time to attend a Division meeting, but have plenty of time on a Sunday afternoon to go to other places, and then wait on the street corners until the loyal men ("Bill, Bob and Andy") return from the Division meeting to ask them what was done, and why in the heavens they didn't act on such and such a grievance. Please note that these self-same Brothers are the very first to make a motion to vote out money to any person seeking aid, whether loyal or not, and are the very last persons to pay their dues. When they do so, it is, as it were, at the point of the sword.

Div. 287 has nearly 260 members, and unless the F. A. E. has sent out a general non-attendance notice, or some scandal arises to create an excitement, you can count the members at each meeting on your fingers and toes. Our Division should have an attendance of at least one hundred members at each meeting. I presume that this Division is like some others—"their treasury is sort of run down on the heel." That being the case, would not 100 good members who attend the meetings and pay their dues be better than 260, the majority of whom never come near the meetings or pay anything?

I do not wish to be misunderstood, as my argument is exactly this, viz: Create

an interest in the meetings that will arouse the dormant element to a sense of their obligation and cause them to attend the meetings without resorting to coercive tactics. Discountenance any tale of woe unless it is presented to the Division in writing, and is a real grievance.

We must remember that the Pennsylvania Railroad Company, which gives us employment, has rights which must be respected, and the sooner we cut out these "petty personal" grievances, the sooner we will prosper and be able to pay our honest debts.

I would like to meet Brother "Flat Wheel" and shake hands with him, as he hits the nail square on the head when he says, "We should turn our Division meetings into a training school." Let each Chief Engineer appoint an instructor one air brake, one on signals, one on rules, and one on the general conditions existing on our respective railroad Divisions. Select a subject for discussion for the next meeting, appoint your instructor and devote at least one hour for the discussion and argument of same. I think this would create an interest and put new life into the Division and increase our attendance and our treasury as well.

Some Brothers may think that I am a chronic kicker against grievances, but such is not the case, for a real grievance presented in a legal way should be pushed to a finish.

In my experience since 1896 Div. 287 has presented about six real grievances, viz: Carrying of oil cans, etc., to be paid for overtime, to be paid from the time responsibility is assumed until relieved from duty, shorter hours of service, increase of wages, and unjust suspension of Brothers Ameigh and McCoy, all of which have been satisfactorily adjusted. All others have been money voted out for nothing. Our Division spent about \$200 in trying to devise a schedule of existing conditions, etc., something that we do not need, as we are employed by the largest railroad company in existence, under the best officials that ever were appointed by any corporation. We have as good conditions existing here on the Pennsylvania

railroad as can be found anywhere in the civilized world.

I will stop before I am flagged.

Fraternally yours,
"BOLIVAR."

Are We All Doing Our Duty?

MEMPHIS, TENN., March 7, 1905.

EDITOR JOURNAL: As one who had the pleasure of meeting our Grand Chief at a recent date, I wish to express my feelings as they were before meeting him and now. We say that by chance or accident the proper man will appear, that our race has had leaders from time to time history reveals, and always some one from somewhere springs up at the proper time. I am happy to feel that in our present Grand Chief we have "the man of the hour." May it not be the good spirit of him whom we all loved so well that guides him and makes us feel that we have the right man in the right place?

Now, Brothers, what are we doing to assist him? Have we done our part? I know I have not, and I see from the JOURNAL that there are many others. Our JOURNAL is, and should be, our poster. Do we read it and profit thereby? No, we do not, and I fear I am not alone. Do we assist and carry our share of the burdens as each of us should? No, we do not. Do we attend our meetings as often as we can? No; here lies the great stumbling block. To accomplish an object united effort is absolutely necessary. There is a tendency amongst us to allow a few to do all the work, and if what they do does not suit, a great howl goes up from those who hardly ever attend a meeting, often charging that they have done it all to suit themselves. I'm not going to stand for it; I'll withdraw. I am not going to pay out my money for nothing—and in many cases those knockers could not work themselves into a Division room. Ask some why they do not attend meetings, and of all the excuses you ever heard they have. One very popular is, "Oh, Brother So and So attends to all the business. I don't see that I can do anything."

I am so glad this new light has sprung

up amongst us. Let us listen to him, follow and encourage him in this progressive age. Yes, we may say in the age of new ideas, we need his ways of doing business. I am ashamed of myself, and I know every right thinking Brother should be of our indifference shown, when he sent broadcast to us those important questions to vote on. I know a cold chill must have run all over him as he read the returns. We must assist—each and every one. Let us all share the burden and what we will accomplish is beyond our imagination. It is time for us to make up the lost time and make amends.

Some of us have never been placed in charge as leader. No one but those who have, knows the satisfaction and pleasure it gives to know that those he represents are firmly back of him. If we thought of this I am sure we would not give cause to feel that in our ranks is any indifference. Let our good order be for what it stands—Brotherhood of Locomotive Engineers, and not, as some seem to think, a Businesshood. I hope that God will give our Grand Chief strength and a long life to lead us on and on to limitless success.

The trouble is not with the Order, but amongst ourselves. Results are what we want, and must have.

I was at one time asked by a manager, "Please give me your rules for such great success as an engineer." I was so surprised I hardly knew if it was me or some one else he spoke to, but seeing no one, I managed to get enough courage to reply. I'll tell you in my next letter what I told him.

I believe that through our JOURNAL, if some of our old heads would only tell how they managed to stay and get old in the service, we youngsters, if we only would, could profit immensely. It is not hard to hold a job, and as long as we hold one we stay off a promotion. Constant promotion will overflow the market in engineers. Those are thoughts we should consider, and the country would not be full of engineers out of work. The age limit would cut a small figure and the doctors would not feel for broken bones.

This is my first attempt to write an ar-

ticle for our JOURNAL, and I hope you will pardon my nerve; but our Grand Chief told us to do whatever we could, that we may better ourselves; hence this letter.

SIDETRACK, Div. 23.

Endowment Fund.

FOND DU LAC, WIS., March 6, 1905.

EDITOR JOURNAL: The good things regarding the endowment fund in connection with the B. of L. E. Insurance have not all been said yet, and I am here again with more. Lackawanna is interested, but is skeptical as to its adaptability. Yes, we have the best insurance of its kind, and my plan will improve on it. That is my opinion, and I champion an opponent of my view by citing his. I have written my plan, and what is a remarkable coincidence is that Brother Nixon and I write almost on the same subject at the same time, without me knowing him or him knowing me; nor has there been any correspondence between him and me. Read his article and mine in the March number, pages 210 to 212, inclusive.

Now, I have still more to offer, and that is this—that all can join this fund with the stipulation of my article in March; that is, holding a certificate in good standing by giving a note for \$20 on each certificate, and pay interest on same at the rate of 5 per cent per annum, which will be \$1, unless he feels able to pay the amount in cash; then the association to let at interest, the interest only to be used to pay policy holders, the amount of note to be deducted when claim is paid by the association. In that way you would only pay the interest, which would be \$1, \$2 or \$3 per year, all owing to how many policies you carry. That would give us \$50, or thereabouts, to pay off the oldest policy holders.

Now, don't you think that would help our insurance? I donate more than that annually to non-members, and don't miss it. You can see that it would eventually cheapen our insurance, because when this fund would once be established the interest from it will do the balance.

As to reducing expenses at our conventions, nothing will accomplish anything

except a direct vote and instructing the delegates, and should be after the plan outlined in my article in March. Further, I believe a centrally located convention city, where our Grand Officers can be located, would be of immense benefit and help reduce expenses.

With best wishes for success to our valuable JOURNAL, made so by the excellent work of Brother Salmons, I am,

J. F. FREENOR, Div. 372.

Missouri Legislative Board.

SEDALIA, MO., Feb. 7, 1905.

EDITOR JOURNAL: On page 118, of the February JOURNAL, I note a little article under the heading, "A Duty for the Legislative Board," signed "A Brotherhood Engineer." I have been trying since the 16th of November, 1904, to get the vote of the Subdivisions of the State of Missouri in compliance with Section 1, page 67, of our Constitution and Statutes, relative to forming active Legislative Boards. So far I have received the vote of thirteen out of twenty-seven Divisions in the state in nearly three months. I have written to all Divisions, altogether twenty-seven letters. Some have not even acknowledged the receipt of them. To Divisions 107 and 597, of St. Joseph, Mo., I have written three letters each, relative to the question. Out of the six letters I have received one from 597, advising me who was their delegate to Legislative Board, under date of Jan. 5, 1905. Now, as my Brother writes from St. Joseph and does not sign his name, I presume that he is a member of one of the two Divisions located there, and also seems to be familiar with R. S. of M. 1899, Sections 2864, 2865 and 2866.

Now, Brother Editor, if you will please allow this to appear in our JOURNAL for the purpose of advising my St. Joseph Brother what has been going on and what we would like to do, and trust that our St. Joseph Brother may be able to get into action so that altogether we may get in condition to bring about a cure of some of the evils our St. Jo. Brother complains of.

JOHN LAYBOURN, Chairman,
Missouri State Legislative Board.

Shorter Hours--Sunday Rest.

ST. LOUIS, Mo., March 4, 1905.

EDITOR JOURNAL: While the air is rife with the question of rate legislation, and while the time is opportune for us to act on the question of shorter hours, are we going to sleep and let the opportunity pass? Is it possible that it is of so little concern to us, and are we to pass on through life knowing no Sunday or holiday, living in overalls and eating cold lunches? The President of the United States has recommended to Congress that our hours be shortened, all for what—for the safety and welfare of the railroad man and the traveling public. I fear we do not fully realize the value of President Roosevelt as a friend and benefactor, a man fearless and determined in his convictions, a man of the finest human feelings, and a fighter from the word go. Doesn't he look it? And so when we have such a man to champion our cause, why not act? I am not advocating that we can adjust matters so that we may go to work by the whistle and quit by the whistle, but conditions can be very much improved in our favor. Some men are on a three-hour run and some are on a thirty-three-hour run, and that is unjust and unfair.

An engineer's life is short at best these days of hundred-ton engines. We are well organized, yet the individual engineer is about as completely disorganized as he can be. He sleeps, eats and works at the will of others, and let me say that the Brothers who are arguing for better attendance at Division meetings have the cart before the horse. An overworked engineer is not coming to the meeting, and if he does he is of little use there, and glad when it is over with.

And now I would like to see the Brothers lay aside their gloves and *noms de plume* and let us know what measures, if any, will be taken. It is a foregone conclusion that we cannot afford to take shingles from our own roof to support those who wish to reduce rates. But are we justified in pushing our demands for the adjustment and shortening of hours?

GEO. A. CLARK.

Railroad Employees' Home.

HIGHLAND PARK, ILL., March 1, 1905.

EDITOR JOURNAL: Following is the statement of receipts for the Home for the month of February, 1905:

Div.	FROM B. OF L. E. DIVISIONS.	Amt.
144.....		\$ 15 00
281.....		5 20
452.....		10 50
Total.....		\$ 30 70

Div.	Amt.	Div.	Amt.
39.....	\$ 5 00	143.....	\$ 5 00
53.....	5 00	154.....	1 00
65.....	2 00	201.....	15 00
73.....	1 00	215.....	3 00
80.....	5 00	244.....	5 00
128.....	5 00		
Total.....			\$ 52 00

SUMMARY.

O. R. C. Divisions.....	\$ 105 00
B. of R. T. Lodges.....	80 30
B. of L. E. Divisions.....	30 70
B. of L. F. Lodges.....	17 00
L. A. to O. R. C. Divisions.....	60 75
L. A. to B. of R. T. Lodge.....	32 00
G. I. A. Divisions.....	52 00
L. S. to B. of L. F. Lodges.....	19 50
Mrs. Ray Watterson, Grand Mistress of the L. A. to B. of R. T.	5 00
Jeaunette Turner, Chairman, Grand Board of the Executive	5 00
James Costello, of Div. 270, O. R. C.....	1 00
E. L. Harrison, Div. 69, O. R. C.....	4 00
Div. 279, B. of L. E.—	
E. E. Hogan.....	2 00
Charles Brislin.....	1 00
P. Hagerman.....	1 00
J. D. Dodson.....	1 00
M. Drury.....	1 00
J. McDonald.....	1 00
J. T. Ryan.....	1 00
T. M. Larson.....	1 00
P. A. Berg.....	1 00
Mr. Watters.....	1 00
J. Wynn.....	1 00
D. L. Williams.....	1 00
F. S. McDonald.....	1 00
T. Murphy.....	1 00
J. Crosthwaite.....	1 00
A. Bartlett.....	1 00
E. H. Cass.....	1 00
A. W. McLain.....	1 00
Total.....	\$ 431 25

MISCELLANEOUS.

- One year's subscription of the Ladies' Home Journal from Div. 228, G. I. A.
- Package of books from W. J. McLaren, Lodge 375, B. of R. T.
- Box of books from Mr. N. Smith, of Elmhurst, Ill.
- Box of groceries from Div. 108, L. A. C.
- Box of books from Div. 22, G. I. A.

Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



● Ladies' Department ●

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, MRS. M. E. CASSELL, 927 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

The Brighter Path.

Let's journey where the path is smooth,
And not through ragged stubble;
Let's try to think that on ahead
There is no bridge of trouble.

Let's journey where the skies are blue,
And where the sun is shining;
If any cloud shall dark our way,
Let's find the silver lining.

Let's hold to hope, although we tread
Through paths where thorns are growing;
Beyond are fields of restful green,
Where roses fair are blowing.

Let's listen not to idle tales
That poisoned tongues are bringing;
Let's lend our ears unto the songs
That joyous birds are singing.

Let's not be burdened by a care
Of dreaded, unseen sorrow;
Let's do the work we have today
And bravely face tomorrow.

Let's try to light the weary load
Of sorrow-laden mortals,
And by our love, help them to find
The way to Heaven's portals.

FRANCES.

Good Cheer.

In the course of our lives there must be many times when thoughtless words are spoken by us which wound the hearts of others, and there are also many little occasions when the word of cheer is needed from us and we are silent. There are lives of wearisome monotony which a word of kindness can relieve. There is suffering which words of sympathy can make more enduring, and often even in the midst of wealth and luxury there are those who listen and long in vain for some expression of disinterested kindness. Speak to those while they can hear and be helped by you, for the day may come when all our expressions of love and appreciation may be unheard. Imagine yourself standing beside their last resting place. Think of the things you would have said of them and to them while they were yet living. Then go and tell them now.

GUIDE, Div. 35.

The Other Side.

MADAM EDITRESS:—I have waited for some time to see an answer to the wail of our Sister from Canada, but not having heard from a more able source, I shall have to say a few words in explanation of the queries from our worthy Sister—from my standpoint. If the Sister will go carefully over the roster of delegates that attended the last session of Grand Division at Los Angeles, she will find that out of 266 Divisions represented, there were but five Sister representatives from Canada, and this covered all Divisions of the G. I. A., located in Canada at that time.

Notwithstanding the fact that some of these Divisions had been instituted for years, and that Canada had been honored by having had an elected Grand Officer for half the number of years the G. I. A. had been in existence, there was very little interest shown in advancing the cause of the G. I. A. in that locality. Now I consider every member of the G. I. A., if she be a true and loyal Sister, has an incentive to work for the good of the Order, whether she is a Grand Officer or merely a private in the ranks. And when

it comes to a question of recompense—and Sisters are interested only as far as may be covered by the almighty dollar—then we may not look for much enthusiasm, and the Order would soon cease to exist.

It is true there are a few Grand Officers who receive salaries, but if we are capable of estimating the amount of work done by them we will understand that money cannot be the only incentive.

Take our Grand President, for instance, who must be prepared to go whenever and wherever called upon. Her journey may reach from ocean to ocean, but she must be ready to sacrifice her own pleasures and conveniences at all times to meet the demands of her Sisters. It may be to adjust a real or fancied grievance, to organize a new Subdivision, to attend a school for instructions, or a union meeting, but always with one thought and one grand purpose in view—the good of the Order.

I believe in equal rights and justice to all, and believe that Canada should be visited by Grand Officers, but would suggest the better plan would be to appoint a time for this visit, and extend an invitation. I am sure that any Sisters visiting in Canada could be assured a cordial welcome. Still, it is in my opinion a breach of etiquette to make a formal visit without an invitation.

The way we do on this side the line is to club together and appoint a time, then invite those we desire as our guests. And I am sure if the Sisters in Canada should select some point on which to concentrate and let their foreign Sisters know they are expecting them, there will be no occasion to resent the indifference of the Sisters, or their lack of international courtesy. No great object was ever accomplished by waiting for something to turn up. If we sit down and wait for others to give us some incentive to work we will be groveling at the foot of the ladder all the time and never climb any higher. We should strive to attain eminence, not by pulling others down, but by lifting ourselves up.

The fact that a vote was taken with the

result that we give to Canada one of our most complimentary offices was a courtesy of which they should feel proud. And when we consider that Canada, with her few representatives, succeeded in capturing one of our honorary Grand Offices, it proves the interest taken in her by the Sisters who conceded her this privilege, and that there was no lack of consideration for Canadian Divisions. Also the Sister should congratulate Canada on having secured such a capable and efficient Grand Officer as our worthy F. A. G. V. P. has proven herself to be, and from whose efforts in successfully harmonizing the interests of those eligible to membership in Canada we hope to produce many more delegates to the next convention. And we also hope the grand work she will have done in Canada will be a great incentive to her Sisters, to give her a helping hand and a word of encouragement and good cheer. You know, Sisters, it is so easy to sit back and watch the faults and failings of others, and they always look so much greater when we are in a state of grievance ourselves. But if we could only lay aside this spirit of fault-finding and unfairness, and look through the windows of charity and unselfishness, we would see that nothing is due us except what we strive to attain by our own efforts. Let us not condemn others for supposed failings, but rather lift them up, and by so doing elevate ourselves to a higher standard. The sunshine of life is made up from small things, and courtesies of a trivial nature are the ones that strike deepest in a grateful and appreciative heart. Life is too short to waste in misunderstandings. We should realize that the great secret of success in any enterprise is always to look forward toward higher and better conditions, and never backward in vain regrets.

Let us take up the march for progress in spirit and in truth, and plant our banner wherever there is a Division of the B. of L. E., and if we work hand in hand to accomplish this great result we will be international in our purposes, and loyal to our principles. Adieu until we meet again.

MINERVA.

History of Helping Hand.

July thirteenth, eighteen hundred ninety-one,
Our Division was organized in the city of Clinton;
In selecting a name for this jolly little band,
We all agreed upon the one proposed of "Helping
Hand."

On the charter then we placed twelve names and
no more,

After which we were organized by Sister Mary
Orr.

Five of the original charter members still remain,
Three left us at one time, but soon came back
again.

Our membership grew from this I am told,
Until we had sixty-seven enrolled.
Then came a time when about twenty-three
Called for their cards, both kinds you see;
Two have been called to the other shore,
So that now our list numbers just forty-four.
We started a sewing bee to make a few dollars,
Pieced quilts, made aprons and all kinds of col-
lars.

We met twice a month at a Sister's to sew,
With needles and thread, and gave ten cents to go.
This small sum each one was expected to pay,
To buy the material to work on next day.
The faithful few worked with nothing to mar,
Until we had articles for a bazar,
Cards were played, lunch served and everything
sold.

And fifty-four dollars in our coffers were rolled.
The new year has come, our officers elected,
And each one in her place will now be expected,
Because the Inspector, as you surely remember,
May come any time from May to December.

On January twelfth we boarded the train,
To assist in forging a link in Champaign.
Sister Murdock organized, and her work was well
done.

Assisted by Division eighty-six and also ninety-
one.

The work was all given that same afternoon.
At night came the banquet—not any too soon,
For the Brothers were hungry; and we know that
at least

Forty couples sat down to partake of the feast.
After all were refreshed, and officers installed,
We danced the quadrille, which a good Brother
called.

Sister Murdock enjoyed the sport in all ways,
And partook of the lunch with the Chief, Brother
Hays.

Too soon the night ended, and good-bys were said,
Yet in memory will linger the time that has fled.

Each Sister gives a nickel on every meeting day;
We put it in our mite box, to use in some good
way—

To buy the pink carnation—our order's chosen
flower—

To send to loved ones who are ill, to cheer the
lonely hour.

A new piano now we want (the secret I will tell),
For we have a good musician—her name is Sister
Shell.

With this end in view, we gave another ball
On the fourteenth day of February, in the K. of P.
Hall.

We learned this was the birthday of our dear
Grand President,
And to her an invitation we then most gladly
sent.

The Sisters marched together, with four Marshals
at the head.

The drill was very pretty; the music fine, they
said.

The young and old both gaily tripped the "light
fantastic toe"

Until two in the morning, when it was time to go.

Dear Sister Cassell, if you're kind, perhaps we'll
come again,

If for this in the JOURNAL we do not look in vain.
A MEMBER, Div. 86.

Unkind Words.

Unkind words may be forgiven, but
long years go by and they are not for-
gotten. We who spoke and they who
heard may desire to have them drop out
of remembrance, but they come back to
thought again in spite of us and hinder
love. How brief the gratification of their
utterance! How indelible their record
on the heart!

"It doan' pay to do much talkin' w'en you' mad
enuff to choke,
Kase de words dat stings de deepes' am de ones
dat's neber spoke;
Let de other fellow wrangle till de storm am
blowed away,
Den he'll do a pile ob thinkin' 'bout de things you
didn't say!"

There is a great deal of truth in this
homely little rhyme. It is said that "a
soft answer turneth away wrath," and
every one of us who has tested the saying
knows its truth. Many times, however,
it is wiser to omit even the "soft answer"
and keep still until the tide of anger has
turned and is ebbing away. No matter
how great the provocation, do not give
way to feelings of revenge and hatred;
meet a sharp, undeserved, unwarranted
retort serenely; keep still. You can do it,
and the second time will be easier than
the first. There will not be many times,
because as you gain a more perfect poise,
as thoughts of good-will and kindness
come to be second nature to you, you will
surely find that you receive exactly what
you send out. This is not speculation,
dear friends,—it is a truth that each one
of you may test.

FRANCES.

Commendation.

DEAR EDITRESS: What is the matter with Conemaugh Valley Div., 89? It never speaks to us through the JOURNAL, and I suppose the Brothers and Sisters all over this broad land think it is dead or gone out of existence. This is to be deplored, as we know it is still in line.

Its members have the ability to write, but I presume they are afraid of the waste-basket, so at the risk of being told to mind my own business I will tell what I know, in hopes that they will wake up and tell the rest.

In the past seventeen months they have initiated sixteen members, and held a union meeting last fall, which was largely attended by Sisters from a distance. They have given liberally to charity, and held a festival, at which they cleared a good round sum of money. They have also had several social meetings, where we all felt at home and had a good time. They have a good set of officers, who are working hard to increase their membership.

We feel proud of our Auxiliary, and the great good it has accomplished here, and trust it will continue to grow and prosper until every engineer's better half is enrolled under its banner.

ONE OF THE BOYS.

Such words of commendation should be gratifying to our sister Division, for it shows to us that this Division must be living up to our principles.—EDITRESS.

The Locomotive's Call.

Over the hill by a sparkling rill
Is a cottage quaint and small,
And a maiden fair is lingering there
By the leafy maples tall,
Watching the swerve of the distant curve,
Her sweet eyes the truth confess,
For brave Jack Greer is the engineer
On the Limited Express.

"O-o-o, O-o-o, Ooo, Ooo! I'm coming, Lou!"
She knew that whistle well,
Crossing the shade of the dewy glade,
Through the green and wooded dell.
With handkerchief raised she steadily gazed,
For he'd watch, she rightly knew;
Then swiftly it whirled o'er her sunny curls
Ere he vanishes from view.

"O-o-o, Ooo, Ooo! My darling Lou!"
She hears from the distant glen;
The sweetest lay his lips could say,
Her Jack, the prince of men.
And listening now, "O-o-o, Ooo, Ooo, Ooo,"
Comes floating o'er hill and dale,
Its meaning she knew, "I love you Lou,"
She had oft been told the tale.

"Ooo, Ooo, Ooo! Farewell, my Lou!"
But never a tear she shed,
He would come back o'er the glistening track,
There was nothing to fear or dread.
"O-o-o, O-o-o!" How faintly through
The mountains its echoes resound,
And distance was naught when her Jack she
thought
Had his hand on the throttle sound.

"O-o-o, O-o-o, Ooo, Ooo! Meet me, my Lou!"
And a light in that cottage clear
Gleaming over the hill, sends a happy thrill
To the heart of the engineer.
They meet at night when the moon shines bright,
That maiden and lover tall,
Where fond vows are made without the aid
Of the locomotive's call.

MARY ELLA LAWRENCE.

A Visit to Atchison.

At an early date in January our President, Sister F. A. Hurlburt, received a letter from Div. 233 inviting our Division to attend their installation of officers Jan. 17. The invitation was accepted and a committee of three, consisting of the President, Vice-President and Insurance Secretary, procured transportation, and on the morning of January 17 Sisters Hurlburt, Christy, Ellsworth, Johnson, Cookson, Pickett, Fitzpatrick, Boyer, Naughton, B. Hurlburt, Addison and Master Clement Fitzpatrick met at the depot and took leave of absence from our city for one day en route to Atchison, Kan. We arrived there on time and were met at the depot by a committee and were escorted to dinner to which we did ample justice, as I suppose most of us were in such great haste that we had not breakfasted for fear of getting left, having to take the early train. We then registered, and providing ourselves with toothpicks sallied forth to the hall. There we met all or most all of the dear Sisters (also the new baby, Master Geo. Buford), and we were truly glad to be with them again. We had a very nice visit of two

hours and then had the pleasure of seeing their work, which was done in a thorough and beautiful manner. Great credit is due their past officers for the manner in which they have conducted their Division, and I must say something of their pianist. She is certainly up to date, and music is so much help upon all occasions. There were also present some wives of the B. of L. F. and others, one, a belle of K. O. K. (Miss Eda Ferguson), visiting Sister Buford.

We are very proud of Div. 282, as I, accompanied by Sisters of Div. 150, organized them two years ago. After closing lunch was served, and such a lovely lunch, and the way our Sisters did eat! Please, Atchison Sisters, don't think we had been fasting for the occasion, for we had not. And now, Sisters of 282, we are real proud of you as we feel you are more closely related to us because we organized you, and in the manner you conduct your work and Division and your sociable and entertaining ways, all of which will be a lasting memory to us all. We also extend thanks to General Superintendent Mr. E. A. Gould, and Master Mechanic Mr. Wm. Naughton, of Mo. P. R. R., for our transportation.

MRS. I. L. ADDISON, Sec. Div. 150.

Study Club Program for April.

Quotations—Current events.

"A noble effort never dies. What though we fail, its fire will give desire in others' hearts to rise; and kindled there, it still will live.

We never die; for every deed that we have wrought will

Still remain—for good or ill, and sow the seed in other lives of joy or pain."

1. *Resolved*, That the Government should own and operate the railroads of the United States. Affirmative, Mrs. B.; negative, Mrs. C. The Outlook, Dec., 1904; Forum, Feb., 1895; Arena, Dec., 1892. Parliamentary drill on the above.
2. Would it be profitable for the City to own its own Lighting Plant? Discussion. Municipal Affairs, March, 1902, Dec., Jan. and Feb., 1902 and 1903.
3. Municipal ownership of Street Railways. Practical Outlook, April, 1898; Munsey's, Sept. 1899; Arena, Feb., 1901, Nov., 1904, and Oct., 1904. Discussion.

4. Humane Society Movement.

The Care of Destitute, Neglected and Delinquent Children (book). By Homer Folk.

The New International Encyclopedia, Vol. 9, p. 5, and the Review of Reviews for Jan., 1892.

5. One Woman on a School Board.

By Anna C. Woodruff. The Outlook, Oct. 1, 1904.

Informal.

6. Express the best thought on some good book you have read the past year. Entertainment.

"Suppose we think little about number one; Suppose we all help some one else to have fun." (Day in charge of a member.)

The most delicate, the most sensible of all pleasures consists in promoting the pleasures of others.

Love and Fidelity.

The reading of the good times of other Divisions prompts me to let my pen slide for Div. 188, Jackson, Tenn.

The year 1904 was a sorrowful one for us. In May we lost everything we had by fire—all our paraphernalia and our piano. These we soon replaced, but our greater loss was in the taking away of our good Sister Tate, who had been our President for six years.

We started out in 1905 with love and fidelity as our guide. With these two principles for our watchword, we should accomplish much. Love laughs at philosophy and sends theories to shelter. It makes poverty beautiful; it conquers selfishness; it is victorious over sorrow, and far better than all, it conquers sin. So to love is given credit for bringing humanity the greatest happiness. So let us say we love the G. I. A.; we love to go to the meetings, and we love to work for it, and see what love will do for us.

I must not forget to tell you of the clipping party we held at Elks' Hall, January 17. Strings were stretched around and across the hall from which suspended paper bags and packages of various sizes, which contained some useful as well as pretty little articles. We charged 10 cents per clip, and 10 cents admission. The refreshments were served free, which consisted of black coffee, sandwiches and wafers. After spending an evening full of enjoyment, we returned to our homes,

delighted with the nice little sum we had realized, which we were glad to add to our treasure.

New members are coming in quite often, we are glad to say. After our initiation and order of business, we usually serve refreshments and have a pleasant time socially.

At our last meeting we presented Sister Rose Smalley with a Bible, as a token of our appreciation. She has been our Treasurer since 1895, being always unanimously re-elected.

I can scarcely remember when I joined the G. I. A., but in 1896 I joined the V. R. A. I hope the time will not be long when every one in Div. 188 can say, "I have joined the V. R. A."

This is my first attempt to write, so I fear if I don't stop just here you will never want to hear from me again.

DELILAH.

Notice.

There will be a School of Instruction held under the auspices of Div. 133 at Pittsburg, Kan., on April 19 and 20, in I. O. O. F. Hall. Our Grand President has consented to be with us, and we extend a cordial invitation to all neighboring Divisions to come and meet with us.

Div. 133.

New Divisions.

DEAR SISTER EDITRESS: While others have been writing of new Divisions organized, and social doings of older ones, there has been no scarcity of social enjoyments in this city. On Dec. 10, Div. 612, B. of L. E., was made sponsor for an Auxiliary which will be known as Vandalia Div. 345, G. I. A. The honor of organizing belongs to Mrs. Mary Mead of Sunlight Div. 289, she being the organizer for this system, assisted by members of Div. 4, who turned out *en masse* for the occasion, exemplifying the ritual work and doing all in their power to instruct the new Sister Division. The privilege of selecting a name was given to Sister St. Clair, and the name of Vandalia was chosen by her as most appropriate, which was unanimously adopted by the new Sisters.

There was a reception given in the evening, one of the features being the installation of new officers. After this a program was rendered, consisting of instrumental music, songs and short talks for the good of the Order by those present.

Refreshments were served during the evening. There were 150 plates laid, and nothing was left undone in this line as well as other enjoyments of the evening. The party dispersed about midnight, and every one felt a good day's work had been performed.

The world cannot produce a nobler, braver army of men than the Brotherhood of Locomotive Engineers, and we, as their faithful, loyal helpers, should give them our best thoughts, and strive to make the social side of their lives as pleasant as possible, to offset the toil and dangers that surround them when absent from home in the discharge of their duties; to give encouragement to the aims and purposes of the B. of L. E.; to assist them by lending a helping hand in time of affliction and trouble is the object for which we are banded together. And as our light has not been hid under a bushel it has become well known that the most interested and thoroughly alive of B. of L. E. Divisions are those which have an auxiliary, not the ones "in name only," but a real wide-awake, whole-souled, genuine helper, who strives by unselfish and charitable motives, to live each day in the knowledge of having a worthy object in view, and having espoused the cause of the B. of L. E., let us live to the fulfillment of our purpose. As a pleasant home must be harmonious, so the home of our Auxiliary must be in harmony to succeed. Each Sister must remember to do unto others as she would wish others to do unto her, and a close observance of this golden rule will bring its own reward. And with kindest wishes for the prosperity of Vandalia Div. 345, and the hope that the officers and members will strive to cultivate the grand principles of our Order in their daily lives, and ever be found loyal to their obligations as Sisters, is the earnest wish of

Yours in F., L. and P.

MRS. HARRY ST. CLAIR.

SISTER EDITRESS: Since writing you we have formed a few more links in Canada. It was my pleasure to respond to a call from Belleville in December to organize a "Loyal" Division of the G. I. A. to the B. of L. E. in that city. We started with sixteen members with the charter open for two weeks, as one or two ladies who expected to be with us were detained through illness. The ladies of Loyal Division were fortunate in being able to fill all offices with bright, capable women. I expect this Division to grow in numbers and to help the good work along. Their very name inspires confidence in their action.

On January 18, I proceeded to Richmond, Quebec, where we organized with twelve members. Here, again, we left the charter open for a short time in order to give some of the ladies who live out of town an opportunity to come in. The ladies of Richmond take the work up readily, and I feel sure we will have in them a band of willing workers.

On returning to Montreal, where the ladies were in readiness to make a grand start, we organized on January 25 with thirty charter members.

Mount Royal Division will, I believe, in a very short time, come up to, if not outdistance any Division I have yet visited. Starting as they did, with a full set of regalia, and with the idea of going through all the work and doing it right, they will very soon be in full working order. I feel that, as organizer, my most grateful thanks are due to all these Brothers and Sisters for their kindness extended to me. Nothing could exceed the courtesy extended to me on all occasions. With the very best wishes for the success of these Divisions and the hope that Canada will soon have a Division in every railroad center, I am yours sincerely in F., L. and P.

A. A. SPROULE.

SISTER EDITRESS: There is an old saying that all things come of those that wait, and certainly it has proved true in this instance, as the Auxiliary is a substantial fact in connection with Div. 89, B. of L. E., situated in that grand old City of Montreal, the largest city

of the great Dominion of Canada.

After many years of talking, and trying for, it has at last come, and what's more, it has come to stay, and Mount Royal Div. 348 is justly proud of its fine Auxiliary, which closed its charter with a membership of thirty-six names, the charter being left open only two weeks.

The entire work of soliciting and correspondence was done by Mrs. Harry Wheatley, and nothing was left undone to make it an entire success.

Mrs. Fred. A. Sproule, Fourth Ass't G. V. Pres., of Toronto, our Grand Officer for Canada, conducted the organization, after which she proceeded to install the officers.

Mrs. Sproule then instructed us in our work, and spoke to us as Sister to Sister, words that will not soon be forgotten, and we feel sure will bear fruit in the future, for several came to her after and said how her words of counsel did them good, that they never realized before what it meant to be a Sister in our every-day life.

When our organizer came to us we had everything necessary, our full regalia, badges, etc., even our officers elected, which gave the Grand Officer more time for instruction.

In the evening the new Auxiliary gave an informal "At Home" to the engineers of Div. 89, and they certainly let the Brothers see they were capable of running their Auxiliary.

The chair was taken by the President, Mrs. Harry Wheatley, and after a few words of welcome to the Brothers and friends present a short but select program was rendered. Mrs. Sproule was then asked to address the audience, which she did in her gracious and pleasant manner. She took the four pillars of our Order as the foundation of her speech, and spoke words so earnest and true of the great work all around us, and the good we could do banded together as Sisters, the influence we could have over a weaker fellow-creature, also the great help the Auxiliary would be to our husbands and sons, in helping them to do unto others as they would be done by, and how the Auxiliary Sisters must see to it that our husbands attended their Division meetings.

And as Mrs. Sproule stood before us in her dignity and grace, how proud we all were of our own Canadian Officer. We all felt Mrs. Sproule was the right woman in the right place, and when we realize that there is no remuneration in this work for Mrs. Sproule, leaving her home at all times and seasons, it gave us a glimpse into the deep soul of love she has for her fellow-creatures, and put us on our mettle to do all we could for each other in the future, bearing and forbearing. Several of the Brothers then spoke a few words to us congratulating us on our splendid organized Auxiliary, and wishing us all success.

One pleasant feature of the evening was a presentation to Mrs. Sproule of a case of solid silver coffee spoons with spray bouquet of pink carnations from the Sisters of the new Auxiliary, as a small token of their love and appreciation for the work she had done for them.

Mrs. Sproule had not the slightest idea there was a present on the wing, and her surprise and delight was most refreshing to the Sisters. In thanking them she told the Brothers they could never convince her that the Sisters in Montreal could not keep a secret.

Dancing was then indulged in until midnight when substantial refreshments were served, after which the company soon left for home, feeling they had spent one of the pleasantest evenings ever enjoyed, and glad they were members of Mount Royal Div. 346, G. I. A. to the B. of L. E. PRES. DIV. 346.

THE afternoon of January 12, 1905, witnessed the organization of Supreme Division 344, of G. I. A. at Champaign, Ill., Grand President, Mrs. W. A. Murdock, of Chicago, officiating. We had 27 charter members and elected the following officers:

Past President, Mrs. E. Clifford; President, Mrs. M. Isbell; Vice-President, Mrs. Bessie Howard; Secretary, Mrs. Margaret Hays; Treasurer, Mrs. Minnie Graney; Insurance Secretary, Mrs. Edith Fernald; Chaplain, Mrs. Alta Scott; Guide, Mrs. Esther Henderson; Sentinel, Mrs. J. W. Irwin; Musician, Mrs. Elizabeth Arie; Marshals, Mrs. Mary Turner,

Mrs. Georgiana Gillen; Pillars, Mrs. Olive Gray, Mrs. S. C. Scudder, Mrs. Fannie Sabin and Mrs. Fred Dunlap.

We were very ably ushered into the mysteries of the order by the assistance of members of Helping Hand Div. 98 of Clinton, and Strawberry Queen Div. 91 of Centralia. After the organization ceremonies were over, we were met by the Brothers and escorted to the Southern Hotel, where we were refreshed by a five-course supper, there being 80 plates served.

In the evening we had public installation at B. of L. E. Hall, and as soon as this was disposed of the hall was cleared and the evening was spent in dancing and general enjoyment, not excepting a treat of ice cream and cake.

Mrs. W. A. Murdock was presented with a large bouquet of pink carnations by the Brothers and a silver meat fork by the Sisters. Chief Engineer P. L. Hays presented the Division with an orange-wood gavel.

At our regular meeting January 26, Brothers of Div. 602 presented us with a beautiful new desk, and on March 1st Strawberry Queen Div. 91, of Centralia, sent us a Bible and drapes for the Marshals, for which we thank them very much. We also received a new trunk for our regalia from Brother J. Graney, and our charter nicely framed from Bro. P. L. Hays. C. C. G.

Division News.

THE ladies of the G. I. A. Club of Clara Barton Div., 237, Ogden, Utah, have very enjoyable times twice each month, when they meet at the home of a Sister and spend the afternoon in social chat and other amusements. The hostess always serves delicious refreshments. It has been the pleasure of the writer to attend gatherings at the homes of Sisters Freeman, Forrest and Lomasek. Sickness in my family kept me home from Sisters Veasy and Noble.

These gatherings are for the good of the order as they promote greater sociability than we could find by simply meeting twice a month in the Division room to transact our business. We have seventeen or eighteen members and as each member has her turn it does not make much work and is a very great help to the order. On one occasion we met and found that Sister Hinley could not be with us owing to the fact that a young engineer had arrived there a few days before to take up his residence. We very promptly went to the florist's

and ordered a beautiful bouquet of carnations and ferns sent with our congratulations and compliments of the G. I. A. Club.

Friday night, January 20, at the home of Brother and Sister Arthur McKellips, the members of Divs. 55 and 237 and a few friends were entertained right royally. Brother and Sister Neesly assisted the host and hostess. A number of games of high five were played, prizes being carried off by Sisters Lindsay and Staples and Mrs. Treasure Jackman.

The gentlemen's first prize fell to our esteemed Brother, John Forrester, consolation to Mr. Tom Jackman, while the booby was drawn for by Brothers Bogart and Lindsay, the latter cutting high, drew a very funny prize. I will not say what it was, for I don't think any of the boys have ever been there, consequently they would not know what it meant.

An elegant luncheon was served, and by the way Brothers McKellips and Neesly waited on table one would almost know they had served their apprenticeship at Delmonico's in New York or Boome in Utah. (?) The guests were treated to some very nice music, both vocal and instrumental (piano), which it is needless to add received the applause merited.

Brother B. E. Chapman presented Sisters Neesly and McKellips with handsome souvenirs and appropriate verses of the occasion.

It was early (the next morning) when we took our departure, all expressing a hope that we might live to enjoy many more such delightful evenings together. M. H.

RED RIVER VALLEY Div., 247, Grand Forks, N. D., has been quiet in the past, but we have decided to make ourselves known through the JOURNAL.

We enjoy reading of our sister Divisions and think they perhaps will be glad to hear that we are a flourishing Division with a membership of twenty-five.

A short time ago Sister Secord gave a measuring social, which proved a success socially and a neat sum of money was the result. Sister Secord and her husband are both elocutionists of no little ability and you may know by that that we had a fine time.

We made up Xmas boxes and sent to our B. of L. E. motherless ones and to others where sorrow had come into their homes.

The G. I. A. members were entertained recently by Sister W. F. Andrews, our retiring Secretary, in honor of Mrs. Frank Nicholson, of Hood River Valley, Oregon. Music, refreshments and genuine hospitality all tended to make the afternoon delightful.

In the future we expect to hold our sewing circle at each others' homes once a month. We want to be sociable and not let our interest lag.

A SISTER.

J. H. OHLHAUSEN Div., 80, Mauch Chunk, Pa., held a very successful School of Instruction on November 7 and 8. Sister Murdock, Grand President of the G. I. A., accompanied by Sister Smith, of Philadelphia, Grand Organizer and Inspector,

were present, and there were representatives present from ten different Divisions. Everybody seemed to enjoy the meetings, and much valuable information was gained. Dinner and supper were served in the hall by the ladies of the Auxiliary.

A reception was tendered Sister Murdock in Zellner's Hall, East Mauch Chunk, on the evening of November 7. Rev. A. J. Wright, Pastor of Memorial Presbyterian Church, East Mauch Chunk, presented Sister Murdock with a clock, made of coal, representing the anthracite coal regions of eastern Pennsylvania, in behalf of J. H. Ohlhausen Div., 80. Div. 257, B. of L. E., very kindly furnished the hall and music for the reception, for which we extend our hearty thanks. While here, Sister Murdock was entertained at the home of Past-President Sister Riley.

A farewell party was held for Sister Morrison, who was preparing to move to New York. The ladies of the Division presented her with a handsome rocker, as a token of their regard. Supper was served, which every one relished. Games and vocal and instrumental music were enjoyed by all present.

Lack of space forbids our going into any details about "Nellie's Chicken Coop" and "Riley's White Horse," although our genial President says all readers of the JOURNAL would be interested in them.

Sister Liggett entertained the members of the Auxiliary and their husbands at her pleasant home on Broadway. Everybody enjoyed himself, so much so that great reluctance to leave was manifested by some of the ladies, especially Sisters Willis and Fink.

You have not heard anything from us for some time, but you must not think from that that we are a dead order; on the contrary, we have a large and flourishing Division, constantly increasing, and working together in perfect harmony and love. COR. SEC., Div. 80.

THE tenth anniversary of Communipaw Div., 201, Jersey City, N. J., was celebrated in a fitting manner on the evening of February 18, to which celebration the members of Divs. 157 and 601, B. of L. E., were invited, with their families, Aux. 201 having members from both Divisions. The celebration was attended by prominent railroad men from all over the state. Representatives were present from Easton, Phillipsburg, Somerville, Dunellen, Roselle, Point Pleasant, Newark and Elizabeth. Mrs. George Jackson, President of Div. 201, delivered an address of welcome and introduced Bro. Charles Schroll, a member of Div. 157, as master of ceremonies.

The program included piano selections by Miss Mary Schroll; Joe Edmonds, eccentric comedian; Miss Mary Orthen, soprano solos; H. D. Wylie, Hebrew impersonation; Joseph Murphy, illustrated songs; Lester Dygert, Henry Wesp and T. E. Stevens, stereopticon views and lectures, and W. F. Markham, recitations.

The celebration was held in our Division room, and it was pretty well crowded. Refreshments were served after the entertainment, which were

pronounced excellent by the Brothers. The decorations of the hall were beautiful.

After spending an evening full of enjoyment we returned to our homes, hoping to attend many anniversaries of Div. 201. S. L. TUCKER.

THE year 1904 was very successful for Jewel Div., 231, Milwaukee, Wis. We put \$112.30 in the treasury, and used \$28.20 for charitable purposes. By the faithfulness of each Sister, we hope to have 1905 far surpass 1904.

The officers for 1905 were installed on January 11, and plans were at once formed to give a surprise party on our retiring President, Sister Mayberry. Our plans matured, and Thursday evening, January 19, was one of the most pleasant we ever spent. They say women cannot keep a secret, but Brother and Sister Mayberry can tell you differently. During the evening, Sister O'Keefe, our President, presented a very beautiful chair to Sister Mayberry, in appreciation of her good work during the past year. Cards were played and refreshment served, and the evening proved a very enjoyable one.

MRS. F. BUCHANAN, Cor. Sec.

MRS. W. E. HOYT Div., 125, St. Paul, Minn., gave an open installation of officers at Odd Fellows' Hall on Friday evening, January 6. The guests of the occasion were members of Divs. 274 and 323, G. I. A., and Div. 150, B. of L. E., and their families. Mrs. James Haley, S. A. G. V.-P., assisted by Mrs. E. E. Olds, Marshal, installed the officers. Mrs. Sullivan presented Sister Haley with a beautiful bouquet of roses on behalf of the Division, after which Sister Haley welcomed the guests in a manner which gave all present the feeling that fraternity entered largely into all of our lives and contributes much to our social well-being and happiness. Mrs. Smith spoke of the necessity for insurance, and the advantages to be derived from insuring in our own order. A fine musical and literary program was given, after which refreshments were served. CORRESPONDENT.

AGAIN I claim space in our JOURNAL to tell of some of the social functions given by Unity Div., 13, East Saginaw, Mich. On Jan. 12, 1905, we held a public installation with the B. of L. E. and families as our guests. Our officers were installed by Sister Mrs. James Hinds as installing officer, and Sister Mrs. Charles Elberts as marshal of the day. After this 85 sat down to a sumptuous banquet served by the ladies. Dancing was then indulged in until a late hour.

With the usual good attendance and hearty cooperation of officers and members, we look forward to a prosperous year. We will initiate two new members at our next meeting, and several others have signified their intentions of joining us.

On March 9 we are to give a musical and literary entertainment from which we hope to replenish our treasury. E. R. G., Sec'y Div 13.

AS WE are always glad to hear from other Divisions, we trust others will be glad to hear from

Div. 74, located at Boone, Ia. We have a membership of fifty-three.

Feb. 10 was the fourteenth anniversary of our organization. Each year on this date we invite the Brothers and children to supper and a social evening. Plates were laid for 120 for a 6 o'clock chicken pie dinner. The evening was spent in a social way, the young people favoring us with two short plays, music and recitations.

We have had the pleasure this winter of being entertained by two sister Divisions, Robert Quayle, of Clinton, Ia., and Belle Division, of Belle Plaine, Ia. But with our pleasures come sorrows. In the last year we have been called upon to lay two of our Sisters to rest. Fearing I have already said too much, I will bring my letter to a close.

CORRESPONDENT.

AS OUR Sister and Brother, Mr. and Mrs. Jos. W. Johnson, were going to leave soon for their new home at Meridian, Miss., the Sisters of Div. 295, Neodesha, Kan., and their husbands planned a very pleasant surprise by walking in on them, about thirty in number. The evening was spent in playing games, and refreshments were served by the Sisters, which all enjoyed very much.

Sister Johnson being the President of Div. 295, the Sisters surprised her with a Past-President's pin, in appreciation of her past noble work. The pin was presented by Sister R. Jett in a few well-chosen words, which Sister Johnson appreciated very much.

At a very late hour the guests, with many regrets, departed, bidding Brother and Sister Johnson farewell and wishing them success in their new home. MRS. M. W. LANSDOWNE.

THE ladies of Climax Div., 28, Erie, Pa., held a valentine party at the home of Sister Swartzfager. A musical program was given by Mrs. O'Brien and Mrs. Irvin. At 6 o'clock dinner was served. The tables were beautifully decorated with carnations and ribbons of the Auxiliary's colors.

Before departing the hostess was presented with an elaborate Japanese dish, at which the presentation speech was made by Mrs. M. Fitzgerald. The guests departed at a late hour, wishing their hostess happy returns of the day. A MEMBER.

A PUBLIC supper was served by Div. 155, Nashua, N. H., Saturday, March 4. An important item on the bill of fare was the clam chowder, made under the direction of clever Sister Goodwin, ably assisted by Sisters Clarkson, Batchelder, Hardy and Morey. Other members made themselves useful by being attentive to the wants of their patrons.

An attractive program was prepared and presented by the entertainment committee, consisting of Sisters Tigbe, Warren and Travers. Vocal and instrumental music and readings were well rendered, and received merited applause.

The young people participating were Ethel Thomas, Grace Copp, Gertrude Whitworth, Gladys Collins, Ralph Clarkson, Gertrude Batchelder, Virgil Marean, Annie Tigbe and Hazel Warren.

The audience was delighted with the phonograph selections by Mr. E. W. Swett, a B. & M.

brakeman, to whom the Division feels much indebted.

The whole affair reflected credit on the several committees, and we hope it may be one of many to replenish the treasury of
Div. 155.

SINCE I have been appointed correspondent for Star Div., 50, St. Louis, Mo., for the ensuing year, I will endeavor to give the Sisters some items of interest.

We have taken in several new members since the first of the year. Our enrollment now is about 35, of whom 30 are insured.

On January 11, the officers were installed by Sister May, assisted by Sister Sweet, of Mrs. Harry St. Clair Division, East St. Louis.

After the meeting refreshments were served, and I assure you we all did ample justice to the good things served.

The 16th of February we gave a euchre, which was a financial success. We had a very good time, and numerous as well as valuable presents were carried home by those present.

We have in project at this time a masquerade ball for the near future. We expect it to be a social as well as a financial success, if our committee can make it so. We know they are earnest workers, and that they will do all in their power.

This is my first attempt to write for the JOURNAL, and if this article finds space in your columns I will let you hear from our Division again.

Yours in F., L. & P.,

COR. SEC.

PARDON Div. 101, Missoula, Mont., for appearing again so soon, but as one Sister wrote, we have something out of the ordinary to report. About six weeks ago, the Sisters undertook to put the play entitled "The Deestrick Skule" on the stage. We had a merry time getting in trim, and when we were finally ready with our parts and costumes we represented the ideal schoolgirl of fifty years ago. Some of the best local talent of the city was secured, and jovial Engineer Joe Beebe was half the show all by himself. We had thirty characters in all, and they all did well and deserved the praise they received. The Opera House was full, and our door receipts were \$157.25. Our expenses were small, and we realized a good sum for our efforts.
MRS. M. L. CASE, COR. SEC.

IN looking through the columns of the magazine I don't think Div. 169, Birmingham, Ala., has ever been heard from. Our intentions were good, but each has left it for the other to do, and in this way no one has written. We have noted the progress and good time had by our sister Divisions, and while we haven't been heard from we have not missed any good times ourselves. I will for the first time give a small account of what we have been doing. We have a large and prosperous Division and all are hard workers. We have given quite a number of entertainments which were a great success, one a valentine party given at Sister Wheeler's beautiful home in which about 60 guests gathered. Euchre and finch were the special attractions and a flower guessing contest, the lucky ones receiving some pretty prizes,

and at the close a buffet luncheon was served, after which the guests and members took leave of Sister Wheeler thanking her for their nice time and her hospitality.

Then we gave a euchre and finch for the benefit of the Virginia mine sufferers, the prizes being donated. We cleared about \$35, which will be sent to them. We have been very busy since the first of the year working for the good of the order and its elevation. Wishing all sister Divisions a prosperous year, I remain,

Sincerely yours,

A MEMBER OF DIV. 169.

G. I. A. Voluntary Relief Association.

TOLEDO, O., April 1, 1905.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members of the Association, and for the payment of these claims you will collect 75 cents from each member carrying one certificate, and \$1.50 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for same was dated later than February 28, 1905.

ASSESSMENT No. 204.

Died Feb. 16, 1905. Sister Mary S. Harbridge, aged 51, of Div. 112, Philadelphia, Pa. Cause of death, hæmoplegia. Carried two certificates, dated March, 1892, and January, 1899, payable to Wm. A. Harbridge and John Berry, husband and son.

ASSESSMENT No. 205.

Died Feb. 28, 1905. Sister Margaret F. Drohan, aged 51, of Div. 313, Ludlow, Ky. Cause of death, lung trouble. Carried two certificates, dated May, 1895, and September, 1896, payable to children.

ASSESSMENT No. 206.

Died March 4, 1905. Sister Elizabeth Anderson, aged 52, of Div. 165, Chicago, Ill. Cause of death, endocarditis complicated with nephritis. Carried two certificates, dated June, 1901, payable to B. W. Anderson, husband, B. W. Anderson, Jr., son, and Myrtle Shepard, daughter.

ASSESSMENT No. 207.

Died March 4, 1905. Sister Ethelinda Coolman, aged 86, of Div. 78, Meadville, Pa. Cause of death, infirmities of old age. Carried two certificates, dated January, 1893, payable to Maurice M. and Charles R. Powell, sons.

Members will pay their Insurance Secretaries on or before April 30, or be marked delinquent, and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must forward to General Secretary and Treasurer not later than May 10, or stand delinquent till remittance is made.

Assessment No. 207 will be paid from the Assessment Fund.

Members in good standing Feb. 28, forty-nine hundred and one in the first class; and two thousand and forty-one in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

M. L. ROBERTSON, Gen'l Sec'y and Treas.

● ● Technical ● ●

Contributions for this department must be received by the Editor on or before the 15th of the month to be in time for the succeeding issue.

Train Handling.

BY R. H. BLACKALL.

The following are points that may well be borne in mind by the experienced as well as the inexperienced in handling freight trains with air:

Know how many cars there are in the train, how many air brakes, how many are working, the tonnage, and that the piston travel has been examined. Perhaps you can't get all of this, but get as much as you can. The more you expect the more you get.

Know that the main reservoirs are drained, that the brakes on the engine and tender are working properly, and that the pump is doing its work.

If the train is to be let down a grade, try to pick out a suitable spot in the road before you get to the grade, in which to make a running test.

Make heavy reductions and keep the retainers "charged."

Make frequent applications and keep the train-pipe pressure as near the maximum as possible.

In releasing brakes always use full release position and leave the handle in this position as long as possible without recharging. If handling a long train, place the handle in release position and finally return to running position if in danger of overcharging. After leaving it there a few seconds, again place it in release position momentarily to release the head brakes which have probably reapplied due to a slight overcharge. After returning the brake valve handle to running position the second time, all brakes will probably remain off.

If a light application of the brakes has been made and it is then desired to make a release, it is, if possible, desirable to make a reduction sufficient to make the total fifteen pounds, if the train is a long one. This practice will greatly reduce

the number of stuck brakes as it accomplishes the same effect, as far as releasing is concerned, as carrying a higher main reservoir pressure. Many trains are stalled, or wheels are slid, because the brakes are applied with a light reduction and an effort made to release without without first making a further train pipe reduction.

If it is desired to make a release with a long train, when the speed has been greatly reduced, use the reverse lever to keep the slack from running out. The straight-air is the best with which to do this, but the reverse lever is a substitute if a release must be made without first bringing the train to a standstill.

If you get a poor handling train remember that an overcharge where the grade lets up may help you out where the grade becomes heavier. The overcharge can do no harm to the cars if they are loaded. It is only necessary to look out for the drivers in case a hose should burst, or it should be necessary to make a very heavy reduction. These can be protected by the judicious use of a little throttle.

Don't be afraid to call for help from the crew if there is any doubt about your ability to control the train with the air "A live coward (?) is better than a dead hero."

If the brakes are holding a little better than desired, do not try to kick off a few. You may get too many off and overdo the thing.

If you want to save time in getting water at a crane don't make a release and drag the train along for six or seven hundred feet. Get the slack bunched and make a heavy reduction, stopping as quickly as possible. Then cut off and run up to the crane with the light engine.

When cutting off from a train to set off a car or get water, always leave the brakes applied on the train when cutting off. By so doing it will be impossible to start the train when recoupled unless the angle cocks are properly turned. This does not refer to times when you expect to leave the train for some time. In such a case the train should be held, if on a

grade, by hand and a test of the brakes made when recoupled.

Don't figure on having the crew run the train with hand brakes and depend on you to stop the train if necessary. This may work in some cases, as where it is not necessary for all the brakes to be applied to control the brakes by hand, but you may be surprised if you have to stop quickly in response to a flag. With a hand brake applied, followed by the application of the air, the gain will be the difference between the power of the air as compared with that of the hand brake. If the brakes worked "opposite" the air would apply with a high power momentarily and then leak off through the leakage groove. If the brakes are properly maintained the air will do the work and it is better to have the control in the hands of one person. "Many hands spoil the broth,"

If a train stopped by air starts hard, take the slack and start gently. A train that it is brought to a standstill by the use of brakes is always harder to start as the shoes are hugging the wheels and need to be jarred free.

The first thing to be done, after tipping over a hill, is to reduce the train-pipe pressure sufficiently to obtain an accurate idea of the holding power of the brakes, and charge the retainers.

A two or three-pound reduction on a long train is throwing away so much air, as this amount of reduction will not be sufficient to force the pistons in the cylinders out beyond the leakage grooves and the brakes will not apply.

On a train of average length an eight pound reduction will give a cylinder pressure of approximately ten pounds. It takes about five pounds of this amount to compress the brake cylinder release spring; most of the power in excess of this amount is taken up in friction in the brake rigging, and very little braking power is obtained for the original reduction of eight pounds.

Twenty to twenty-five pounds reduction applies the brakes in full. If the engineer continues to deplete the pressure in the train pipe this pressure will be less

than that in the auxiliary reservoirs and brake cylinders and any back leakage will represent so much loss in braking power. It is this leakage which causes a continuous discharge at the train pipe exhaust port of the brake valve if the brakes are fully applied and a further reduction is then made.

If an angle cock is closed it is manifested if not too far from the engine by the train pipe exhaust being short in response to a given reduction as shown by the gauge.

To test for train-pipe leakage make a train pipe reduction and place the brake valve on lap. Do not place the brake valve handle on lap without first making a reduction, as by this method the feed ports in the triple valves are not closed and the volume to be reduced is the combined volume of the train pipe and the auxiliary reservoirs. With the reservoirs cut off the train pipe leakage will manifest itself much more quickly.

QUESTIONS AND ANSWERS.

Q.—A. S. G.—Can you tell me what would make my brake work the way it did the other day? The engine has the automatic brake, and the straight-air brake, too, and I was using the straight-air. I had put the automatic brake valve on lap and was releasing the straight-air, when all of a sudden the exhaust stopped and the brake stayed set. What I would like to know is what made the release stop while the straight-air brake valve handle was in release position.

A.—The action described was probably due to a leak in the train pipe. With the automatic brake valve on lap, the train-pipe leakage was not being supplied, and this leakage caused a response of the triple valve on the engine. The movement of the triple permitted auxiliary reservoir pressure to enter the pipe leading to the brake cylinder. When the pressure on the automatic side of the double check valve was slightly in excess of that on the straight-air side, the check shifted and shut off the passage from the brake cylinders to the straight-air brake valve. This caused the release of the brakes to cease, as you described.

Had you placed the automatic brake valve in release position momentarily, the triple piston would have been forced to release position and the brake would have released.

Q.—F. D.—We had a little discussion as to the best way of testing a train for train-pipe leakage, and would like your idea as to which you think the best way.

A.—The best method is to make a 7-pound reduction and place the brake valve on lap position; then watch the black gauge hand to note the fall in pressure per minute. This reduction represents the result that will follow the application of the brakes. The method sometimes followed is to place the brake-valve handle on lap without first applying the brakes. By so doing, the leakage in both the train pipe and auxiliaries is indicated by the gauge. This is not what is desired, as it does not represent the conditions that will exist after the brakes have been applied and the triples have moved out sufficiently to close the feed ports of the triple valves and have separated the train pipe from the auxiliary reservoirs. The leakage will apparently be much less when making the test by the latter method, as the volume will be very much greater and the leakage would necessarily have to be increased to indicate a condition that would result with the former test.

Some engineers watch the operation of the pump to tell the condition of the train pipe as to leakage. This has the same objection as the second test. It is also objectionable as no two pumps will necessarily do the same amount of work for a given number of strokes, and a difference in the length of the train would make a radical difference in the idea gained by the number of strokes the pump made to maintain constant pressure.

Q.—H. D. V.—What is the matter with an air pump when it makes a quick and then a slow stroke, and almost stops when it has reached the end? Is there anything to do on the road to get a pump going when it acts this way? I had one that did this the other day, and didn't get a chance to see what was the matter after I left her at the end of the run.

A.—The defect which causes this action is a stuck discharge valve in the air cylinder, or a partly closed passage between one of the discharge valves and the pipe connection to the main reservoir.

The stuck discharge valve difficulty could be rectified if you had time to take out the valve cage and clean it. If you do not have sufficient time to do this, you might put some oil into the air cylinder. The oil might soften up any dirt which is causing the valve to stick, and get better results during the remainder of the trip, but this practice can only be considered as a temporary relief. When the pump acts as described, it is almost invariably necessary to remove the cage, and clean same, before the pump will make even strokes.

Q.—F. D. W.—I notice on one of our new engines that they have a new kind of triple valve on the tender. It is a plain triple valve, but is like the one used on the engine. What is this used for? Is there any difference in its operation?

A.—The Westinghouse Company manufactures only two kinds of plain triple valves for use on engines and tenders. These supersede the ones formerly used. The two types now used are known as the F 46 and the H 24. The former is used in connection with cylinders having a diameter of twelve inches or greater; the latter size is used with cylinders less than twelve inches. Both of these triples are used on either engine or tender, according to the size of cylinders employed. They are also used on the engine to operate both the driver and truck brake, the size of the driver-brake cylinders determining the kind of triple valve to be employed.

The use of the two kinds of triple valves not only reduces the number of kinds of triple valves carried in stock, but simplifies the piping as well.

Q.—T. H.—The engine I run slides the drivers if I take the piston travel up where it ought to be. Is there any way you can tell me of to figure the braking power without knowing much about the subject of levers that are used?

A.—Multiply the long end of the lever attached to the piston by the power act-

ing on the piston and divide the product you obtain by the length of the short end of the lever, the length, in each case, being taken from center to center of the pins and fulcrum.

To find the power acting on the piston, multiply the inside diameter of the cylinder by itself, and multiply this product by the decimal .7854. Multiply this product, which is the area of the piston, by the pressure acting on the piston when the brake is fully applied. This pressure is figured as fifty pounds with a plain triple valve.

The result of the above will be the braking power on one side of the engine, and this multiplied by two will be the total braking power. Divide the total braking power by the weight of the engine on the drivers when ready for the road, and this will give you the per cent of braking power. For a simple engine, this should be 75 per cent; for a compound engine, it should be from 45 to 50 per cent.

Q.—G. F.—If a man is handling an air train of 75 cars, and wants to be sure to get all the brakes on, how much train-line reduction should he make?

A.—Not less than ten pounds. With a fifty-car train not less than a seven-pound reduction should be made if it is desired to obtain all of the brakes.

Q.—F. H. J.—I understand that freight cars are braked at 70 per cent of their weight when empty, and the percentage of braking power to the whole weight when a car is loaded is reduced to something like 20 per cent. Is there any way that the braking power can be raised when the car is loaded?

A.—Patents have been gotten out on numerous devices to take care of this point, but none of the schemes presented have contained sufficient merit to warrant their introduction after trial. To have a device of this nature a success, it must be so constructed as to perform its functions satisfactorily. It must also be of such a nature as not to interfere with the brakes in use at present, as well as to have all of their good points.

The means of obtaining greater train

safety on heavily loaded trains at present consists in raising the train-pipe pressure. This provides a means of stopping more quickly in case of necessity, and provides a greater leeway for a slight loss in pressure at each recharge when descending short but heavy grades. This is of little aid, however, when the grades are both long and heavy, since a point will finally be reached where all of the extra pressure will have been lost. Where these conditions exist, it is necessary to shorten the trains to permit a quicker recharge. The tonnage that can be handled is increased on some roads by raising the percentage of braking power, but this cannot be said to be the general practice; 70 per cent is the usual braking power.

Q.—M. A.—I would like a little information on the following. I had a train the other day that was all right, as far as I could see, until we came to the hill. The brakes seemed to take hold all right when I first applied them after coming over the top of the hill, and kept the speed about right for two or three miles. I struck a flag about this time and made another reduction to stop, but the brakes didn't respond to the reduction as I expected them to. The speed didn't seem to pick up very much, but it didn't slow down, and I had to blow for brakes and the crew stopped me. I would like your idea of why this was.

A.—From your description, we judge that you made but one application of the brakes from the time you "tipped" over the hill until you came to the flag, two or three miles from the top of the hill. The following is probably responsible for the action described:

The original reduction you made was sufficient to check the speed of the train, and the leakage in the train pipe was sufficient to cause what leaks existed in the packing leathers in the brake cylinders to be fed. The speed of the train remained practically constant, but your pressure was gradually being reduced, with the result that when you desired to stop, your pressure had been depleted to such an extent that there was not sufficient to apply the brakes with a force that would stop

the train. It was probably a fortunate thing that you were flagged, for the pressure might have been depleted to such an extent that the train would have been out of your control by the time you found it necessary to blow for brakes.

This is one of the things that is likely to happen to engineers where the handling of trains by air is in its infancy. It simply means that after the first reduction the leakage is running the train until such time as it is out of the control of the engineer to stop entirely. It should always be borne in mind that all of the packing leathers in the brake cylinders leak more or less, and an engineer should not attempt to make long runs without recharging. A point should be made of keeping the train-pipe pressure as near the maximum as possible at all times. Make frequent recharges, and make comparatively heavy train-pipe reductions to obtain a high brake cylinder pressure, and then permit the retaining valves to bleed the cylinder pressure down slowly while the recharge is being accomplished. As the saying is, "keep the retainers charged."

The trains in which the leakage is only sufficient to maintain a constant speed are the treacherous ones. The ones with the bad leaks will apply the brakes quickly when a reduction is made and the brake-valve handle returned to lap, thus making it necessary for a release to be made to prevent the train from coming to a standstill. While bad train pipes are not at all desirable, they will, in many cases, keep a beginner in the air brake art out of trouble, for the bad leak will compel him to handle the train in a manner that will necessitate frequent recharges.

Q.—W. M.—Can you tell me why it is that they don't use a reducing valve in the air signal system that will charge up the signal pipe quicker? It seems as if the signal would work better if the line charged up quicker.

A.—There are two or three roads that have equipped a few engines with reducing valves that would accomplish a recharge more quickly. This is not a general practice, however.

The objection to a quick recharge is that a sudden increase of pressure tends to destroy the suddenness of the reduction, made by pulling the discharge valve. In long train service, especially, the signal valve is likely not to respond.

If the signal pipe is recharged quickly, it is necessary for the pressure on the two sides of the signal valve diaphragm to equalize by the close-fitting stem of the signal valve before the signal can be operated. Failing to do this, a reduction of pressure in the signal pipe may not effect a response of the signal valve and whistle.

MEDALS FOR RAILROAD HEROES

A bill, introduced by Representative Mann, has just passed the House and Senate. This bill provides for suitable bronze medals of honor for heroes, and its aim is "to promote the security of travel on railroads engaged in interstate commerce, and to encourage the saving of life."

The first section of the bill authorizes the President to have prepared "bronze medals of honor, with suitable emblematic devices, which shall be bestowed upon any persons who shall hereafter, by extreme daring endanger their own lives in saving, or endeavoring to save, lives from any wrecks, disaster or grave accident, or in preventing or endeavoring to prevent such wreck, disaster or grave accident, upon any railroad within the United States engaged in interstate commerce." The bill provides further that awards shall be given only under careful regulations.

The President is further authorized to issue to the winners of such medals "a rosette or knot, to be worn in lieu of the medal," and provision is made for renewing this rosette or knot whenever it shall have been lost or made unfit for use without fault of the owner.

Engine Failures.

J. W. READING, DIV. 286.

GRAND RAPIDS, MICH., March 8, 1905.

The competent engineer reports to the roundhouse foreman any defects liable to give trouble, and if in the opinion of the party in charge the engine is all right for

another trip, there is only one of two things for the engineer to do, and that is to go out or lay off. Of course, he might quit, but he would consider that poor policy; and to get a lay-off so late in the day would hardly be probable, so it becomes almost a matter of necessity for him to violate the old rule of "in case of doubt, take the safe side." Our model engineer, however, endeavors to be on the safe side; at least, as far as his own personal interests are concerned. He does not fail to make his report in writing; nor does he fail to keep a duplicate copy of it, being particular to get date, number of engine and train, and any other information that might be of use.

As a matter of convenience, if not of necessity, the practical engineer always carries with him a small hand satchel, divided into two compartments, in one of which he keeps an extra collar, handkerchief, towel, brush, comb, memorandum book, scratch tablet, time book, pencil, etc.; in the other part will be found a few small tools, such as calipers, dividers, thread gauge, small flat file, three-cornered file, two-foot rule, wire-cutting pincers, small monkey and alligator wrench, and any other small tools, not too weighty and bulky, which in the engineer's judgment might be of great service in some kinds of work. The engineer in question has often found that the kind of tools named were of great convenience in certain kinds of difficulties. He knows of the time and labor saved in the matter of duplicating bolts and nuts by having the rule, calipers and thread gauge; and has found the dividers almost indispensable when a gasket must be cut, the other small tools mentioned often being of equally as much service in certain kinds of work.

The practical engineer believes in the old adage, "In time of peace prepare for war," and for that reason notes down in the memorandum book, heretofore mentioned, any circumstance occurring which at some future time might be the means of helping out when the question of his integrity or ability might be at stake.

This engineer has found the scratch

book of great value to the company at times in the matter of throwing off notes to the sectionmen, notifying them of bad places in the track, cattle in the right of way, fires, etc., and of no little convenience to himself should he want to drop off a message to an operator.

Many more things might be said of the value of the small "grip," but I think it sufficient to say that it does not weigh much, nor does it take up much space, and the engineman who formulates the plan of carrying one will soon get accustomed to it, and it won't be long before he would as soon think of leaving his home or his engine without his hat as without the small hand satchel.

Our model engineer and his fireman thoroughly understand each other. The stoker has not only been given careful instructions, but the reasons why such and such methods are best, and are intelligently explained. This engineer takes his fireman into his confidence, and seldom has trouble with him; in fact, he never has, if the fireman is gifted with a liberal amount of good, hard, common sense. The engineer expects his fireman to be on duty not later than himself, in order that time enough may be had to see that all supplies needed are procured, that lubricator, cans and lamps are filled, and all firing and other tools are not missing.

The fireman has been taught the necessity of continually keeping an eye on the amount of water the boiler contains. He is expected to use good judgment in the amount of coal used and the manner of putting it into the firebox. Experience has taught the engineer that best results are obtained by having the fireman pump engine around terminals and way stations, continually keeping the water level as high as good working conditions will permit, and governing the amount of coal used by the amount of water; good, level-headed judgment being expected to prevent so much coal being used that "pops" are continually being lifted, or that water and fire get down so that it is necessary to wait for both before pulling out of a station.

Everything being in readiness, the train is gotten under motion, the engineer working his engine as close as his time and conditions will permit, no water being fed into the boiler until the steam indications are right, or at least until a close cut-off is established, unless it should be a heavy grade with a poor steaming engine, in which case water is not allowed to get below a safety limit.

After leaving a station, it is the practice of our model engineer to work the injector on his side of the locomotive. If the weather is extremely cold, the fireman's instructions are to occasionally, say once in every thirty minutes, start his injector, let it feed a few seconds, then close it; close overflow valve, then pull the steam ram open quickly and allow steam to blow back for a few seconds, which heats the water in the hose and suction pipe. This crew has fully demonstrated the fact that the water in the suction and branch pipes will not freeze inside of an hour after the process described. The fireman understands that it is his business to keep his injector in condition between stations, and the engineer to perform a like duty while the fireman pumps engine when switching or lying on sidings. This engineer, whom we find striving to be a leader and who wants to be at the head of the procession, has found it poor policy to have one injector continually out of service; in fact, he has several reasons why it should not be done. First, if a heater is made of one of the injectors, steam must be wire-drawn through the throttle, which eventually cuts away the seat and valve; overflow valves not steam-tight are also channeled out; the tank hose is rapidly rotted away, and last but not least, when this injector, which has been a continuous heater for weeks, perhaps months, is needed on short notice there is almost sure to be trouble, and it is not an uncommon thing to have it fail entirely.

By investigation, our engineer has discovered that where water is continuously fed into one side of the boiler, the lime and dirt deposits fill that one side, while the flues around the opposite check are

comparatively free from sediment; and inasmuch as good circulation is necessary for free steaming, it becomes evident that the boiler with the feed water deposits all on one side steams less free as this one-sided accumulation increases; and how about the contraction and expansion of the flues where they are covered some distance from the check chamber on one side of the shell of the boiler and quite free from lime and mud deposits on the other? Our engineer has given this matter much thought, and adopted the plan of feeding boilers as described, and when it has been his good fortune to have an engine regularly consigned to himself results have exceeded his anticipations.

One other reason, and a very important one, why the fireman is not allowed to do all the pumping is, that should a new fireman be sent out, one with very little experience, the duty of feeding the boiler will devolve on the engineer, and as it is but human to forget, water may get dangerously low, if nothing more serious occurs.

(To be continued.)

Electricity—Dynamos.

BY EDWARD A. GRISSINGER, E. E.

As shown in the preceding paper, the simplest dynamo consists of but one coil in a two-pole field. This coil when rotated gives a current varying from zero to a maximum, and so on. To make the current direct, a two-part commutator was shown. For practical purposes, a dynamo generating a current which varied through such a wide range would be of no use. The voltage must remain constant. In order to accomplish such, the number of commutator bars must be increased, which means that the number of coils wound upon the armature is also increased. In direct-current armatures, there are usually as many parts to the commutator as there are groups of coils in the armature circuit. The earlier forms of direct-current dynamos possessed but two field poles, but modern machines from the smallest sizes up have four or more poles. With such number, the speed of the machines

has been materially reduced and other advantages gained, such as better mechanical arrangement of parts, higher efficiency and improved appearance. Eighteen hundred and 2,000 revolutions per minute used to be common speeds, whereas 400 and 500 revolutions were rare. At present, speed runs as low as 75 revolutions per minute for large sizes. The smaller sizes are made for different speeds, going as low as is necessary for direct connection to modern engines.

The simplest form of dynamo shown in the preceding paper was also the oldest form in that a current could be generated by virtue of the permanent magnetism of the fields—for in this case the two poles were those of steel magnets, which had been given their magnetism from some other source. The voltage of the machine, therefore, could not be changed readily, except by varying the speed. This type of dynamo is called a *magneto-electric machine*. In this form of machine the magnetism of the field is sure to diminish slowly by age, and is also liable to be weakened by hard usage. However, the form survives and has its largest use in telephone work, next to which every lighting company and others employ a magneto for testing purposes. Another serious disadvantage of such a form of dynamo is the fact that permanent magnets can never exhibit and retain anything near the magnetism that can be given soft iron and steel by separate excitation. On this account magneto dynamos are much heavier for a given output and correspondingly bulky.

The next move in the development of the dynamo is referred to as the *separately-excited* type. The magnetism is given to the field from an outside source, such as a primary battery or another dynamo, etc. This form of machine is illustrated in Fig. 1.

For convenience of illustration, I will confine myself to the two-pole form. In this cut I have substituted a commutator of more parts than shown in the simple form, and it will be noted that the field magnets have been drawn to resemble the horseshoe form. This is practically the

same thing as a regular bar type of magnet bent round upon itself. N and S are the poles of the field, the lines of force passing from right to left. A A are the brushes which are shown connected to an outside circuit, which circuit may include lamps, motors, etc. The direction of rotation is assumed to correspond to the movement of the hands of a watch, and the direction which the current will therefore take is shown by the arrows. B B represents the field coils in this case, through which a current is caused to pass from the battery C. The passage of this

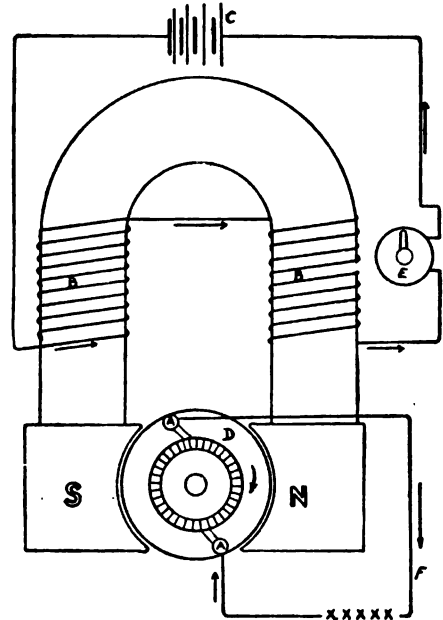


FIG. 1.

current through the coils at once forms an electro-magnet, precisely as was shown in a previous article covering that subject. The poles of this electro-magnet are N and S. This electro-magnet produces, therefore, a field of force which passes through the armature, D. When the latter is caused to revolve, its conductors wound upon it cut those lines of force, and a current of electricity is at once induced in the circuit of the armature and that to which the brushes are attached. That current will be generated at a certain pressure or electromotive force, which latter will depend upon the speed of the

armature in revolutions per minute, the strength of the magnet field or the number of conductors or groups of same wound upon the armature. The latter quantity is constant in any given machine, and, therefore, to vary the voltage it would be necessary to vary one or both of the other factors. As it is usually impracticable to have a source of motive power of variable speed, recourse is had to the method of varying the strength of the magnetic field. This can be accomplished, and is done in every form of dynamo now built by inserting a *resistance box* in the field circuit. This is shown at E. A resistance box is made up of a number of coils of wire, which coils are separated and insulated from one another. They are connected in different ways, but in general have an end coming to a button on top of the box over which may slide a contact arm. This arm is moved by hand when it is desired to change the voltage of the machine. The movement of the blade over the contacts cuts in or out more or less resistance, which increases or decreases the amount of current which can flow in the circuit in which such resistance is connected. Varying the amount of current flowing through the coils of an electro-magnet alters its magnetism accordingly. The common name for a resistance box is *rheostat*.

It was not long after the advent of the second form of dynamos that it was found possible to make dynamos self-exciting. The simple and practiced methods of accomplishing this result are two in number: (1) The entire current generated by the armature is caused to pass through coils wound upon the field poles, thereby producing a magnetic field in the familiar way. This forms a *series dynamo*. (2) Only part of the current generated by the armature need be carried through the field coils. These coils are not connected in series with the armature, but are in *shunt* relation to it. Such coils are called *shunt* coils and such a dynamo a *shunt-wound dynamo*. The field coils in this case have a larger number of turns of wire carrying a small current, while in the case of a *series dynamo* there is a smaller number

of turns of wire, but a stronger current. The product of the number of turns of wire times the amperes of current flowing through the turns is called *ampere turns*, and it is the ampere turns which govern the strength of the magnetic field. For a given strength of the latter, any increase in the number of turns of wire on a field pole, or any other electro-magnet, means a corresponding decrease of current necessary to flow, and vice versa.

In Fig. 2 is shown a series dynamo and

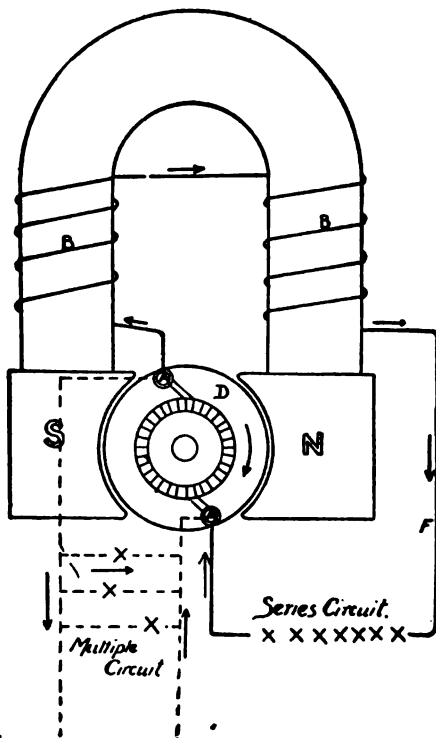


FIG. 2.

the path the current takes. N and S are the poles, as before, B B the field coils, A A the brushes, D the armature, and F the main circuit. This is the simplest of the self-exciting types of generators. At this point it may be asked how it is that such a machine is self-exciting. When any generator is built, a current from some external source is sent through the field coils for a few minutes, then cut off. The effect has been to magnetize the fields with a separate current, and when the

latter is cut off the field will retain a certain small magnetization, which is called *residual magnetism*. It is, indeed, a very small percentage of magnetism that remains, and this is independent of the kind of iron. After the fields have been separately excited, the generator will ever afterwards "pick up" of itself when set in motion and gradually attain full magnetization of fields, and consequently full potential.

The series dynamo, as shown, has but one circuit. They are not as sensitive to "picking up" their voltage as a shunt dynamo—usually requiring full speed and resistance less than usual in the field circuit. In contradistinction to the shunt dynamo, they also require that the outside or main circuit be closed, because there being but one circuit the dynamo will not be able to show any voltage unless that circuit is closed. Series-wound machines have the great objection of a tendency to reverse the polarity of their fields, because of a backward flow of current, which can occur in electro plating or charging storage batteries. If such a dynamo is operating arc lamps in series with one another, the addition of a lamp will add to the resistance of the circuit and correspondingly diminish the power of the machine. This can be neutralized to a certain extent by means of a rheostat. If a lamp is added to the circuit of the dynamo, cut out some resistance of the rheostat, and so on. If the lamps were not in series with the armature, but in parallel with it, as shown by the dotted circuit, then for every additional lamp the resistance of the circuit is decreased, and the current will increase around the field so that the rheostat would need to be cut in, inserting enough resistance to keep the voltage down. Such poor properties of regulation make the series dynamo an undesirable machine. When the same style of winding is used for a motor, better things can be said.

The shunt-wound dynamo is shown in Fig. 3. In this form it will be seen there are two circuits, a shunt circuit and a main circuit. The former applied to the field only, while the latter passes to the lamps, motors, etc. It is endeavored to

illustrate that the shunt winding on the field is of small wire and a large number of turns, as against the reverse condition in Fig. 2. The symbols in the cut have the same reference as before. Wherever there are two or more paths for a current to go, it will divide itself in proportion to the resistance of the different paths. In the case of the shunt dynamo, the shunt-circuit resistance is the same all the while, unless the rheostat is in use, but the resistance of the main circuit will vary

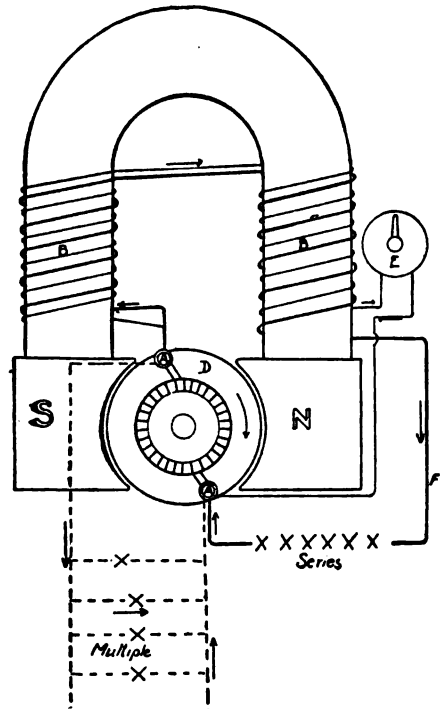


FIG. 3.

with every change of load. Every variation of such resistance will cause a change in the proportion of current flowing in the two circuits. But we have seen how any change in the current circulating through the field coils changes the strength of the magnetic field, and hence the voltage; consequently, we must resort to the rheostat for hand regulation in order to maintain a uniform voltage. In the shunt dynamo, if lamps or other devices utilizing current are connected in multiple or

parallel in the main circuit, the addition of a lamp will decrease the resistance of the main circuit. This will divert some of the current from the field winding, because of the change in the relative resistance. Therefore, the magnetism of the fields will drop a little, since less current is flowing through the shunt. If the lamps are run in series the resistance of the main circuit is increased for every lamp added, and because of this more current will flow through the shunt, there-

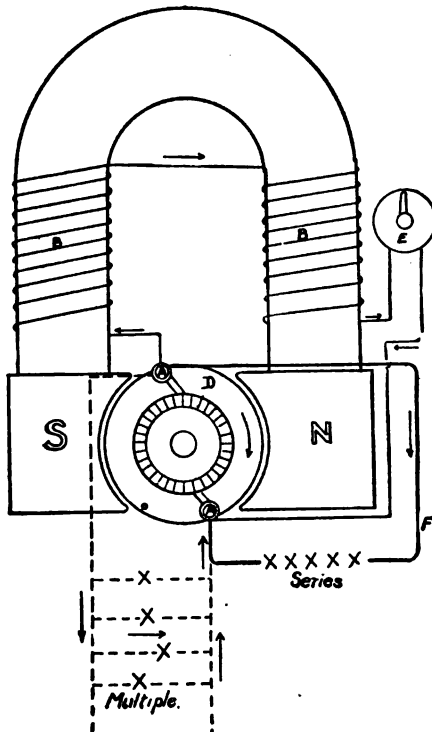


FIG. 4.

by strengthening the field magnetism and increasing the power of the dynamo. To obtain regulation, the rheostat must be employed, and worked by hand when necessary. A shunt dynamo will "pick up" its voltage with greater ease than a series machine, and is less liable to a reversal of polarity of its field poles.

Some separate circuit self-exciting dynamos have been devised, but as they have never been developed on a practical basis it is unnecessary to illustrate them here.

In each of the forms of dynamo depicted, it is noted that they are not automatic in their regulation. Such of the latter as can be had must be by hand through the medium of a rheostat. Certain combinations of windings have been devised, however, which give first-class automatic regulation.

In general, we may say that a dynamo is made to supply current with steadiness to lamps for lighting. With the exception of street lighting, lamps are always connected in parallel. Street arc lights, with but few exceptions, are run in series. In the former method of multiple running, a dynamo must develop and maintain a constant pressure. In the series system of lighting, a variable pressure is brought about by a varying number of lamps, but there must be a constant current. In other words, if a system of street lighting employed fifty arc lights, each requiring fifty volts and nine and a half amperes, then if they were run in series the voltage of the generator would have to be 2,500 and the current generated by the dynamo nine and a half amperes (as each lamp requires only such current strength). If, however, the lamps were connected in multiple, the voltage of the machine would need to be but fifty (not counting for line losses, etc.), while the amperage would have to be 475. The product of number of lamps, strength of current and voltage of the generator will, it is noted, be the same in each case, requiring the same amount of horsepower, with one exception. Assuming the area of distribution to be the same, the line copper will need to be much heavier in the case of the fifty-volt generator and line losses will be more than when the lamps are run in series and a 2,500-volt generator employed. With heavier external losses the output of the dynamo will need to be increased, and consequently more horsepower developed to accomplish the same result.

In Fig. 4 is shown the arrangement of field coils in the circuits of a *compound wound dynamo*, which is the modern form of direct current dynamo affording automatic regulation for circuits requiring constant pressure.

Work for Shorter Hours.

COVINGTON, KY., Feb. 12, 1905.

EDITOR JOURNAL: I have been forcibly impressed with some articles from the pens of Brothers in the columns of our JOURNAL of late, relating to the long hours of service. Especially the article of Bro. Simmons in the February number, as it so thoroughly explains the conditions as they exist on our road at the present time.

We are running a class of piston valve engines in through freight service, weighing 3,000 tons, over a practically level division. It takes on an average of twenty hours to make the run, necessitating the practical pooling of engines.

Owing to the fact of men being unable to go back on their engines after reaching the home terminal, and being on duty about 48 hours for the round trip with only four to eight hours rest—our road being like all others, short of power—it is, of course, necessary to turn the engines and send them right out again as soon as flues are cleaned and they are cooled up and watered, to say nothing of repairs which seem to be an after consideration.

Perchance you may see a sleepy looking inspector following the engine around the ash pit, with his hammer tapping here and there. If he pronounces engine able to go back a crew is ordered and the engine is returned at once, regardless of any report the engineer has made on the roundhouse repair book. In case Mr. Inspector discovers the absence of some important organ, such as driving wheel, eccentric strap, driving rod or piston, or hostler is unable to get engine hot on account of leaky flues, engine is ordered in house, which is the signal for trouble. Soon the trainmaster calls up the roundhouse foreman over 'phone and asks how soon an engine can be had for No. 84. The reply is that there is nothing in but 693 and she is in house for repairs. Then the trainmaster exclaims: "Oh, h—! What are we to do? Train is made up and yard blocked?" Then you can just bet the 'phone wires are kept pretty warm between offices of superintendent and master mechanic.

Now, under such conditions, where is

the remedy? To my mind, there is but one remedy, namely, shorten the hours of service. For instance, we will submit a few figures which may be a little more convincing to some of the more skeptical.

Ordinarily one of these engines will make about eight days per week handling 24,000 tons for the company, or four days each for the two engineers. This gives each engineer \$28.80 straight time and \$13.60 for overtime. A total of \$37.40 per week, or in round numbers about \$150 per month.

For a service of eighty hours per week, suppose we had twelve hours for a minimum day. On freight this same engine could make twelve days per week and allow a margin of twenty-four hours at intervals between trips for repairs, thereby prolonging the life of the engine. This arrangement would also give each engineer six days per week \$35.70 and no overtime for seventy-two hours' service.

Show me the engineer who would not prefer the latter or short hour system for the difference of the paltry sum of \$1.70 per week, considering the fact that his service had been reduced eight hours?

You will note by the present arrangement, the engine has handled for the company 24,000 tons at a cost of \$74.80. By adopting the short hour system, she would handle 36,000 tons at a cost of \$71.40.

In view of these facts, why do railroad companies insist on the long hour service when the facts prove so conclusively the greater amount of service obtained from their engines, thereby largely increasing the revenues, not to speak of the great saving in fuel and oil?

What say you, Brothers? Have the long years of never-ceasing overtime so numbed your sensibilities that you have lost all respect for self, family, home or society? Have you descended to the level of the Russian slave, or do you imagine yourself but a part of the machinery placed in your charge? Have you no other duties to perform save those of working, eating and sleeping? Have neither family nor society any claims upon you? Do you not wish to improve your minds by having a few spare moments to indulge

in some good reading or a chance evening to accompany your family to church to hear the Word of God?

I wish to say to you, Brothers, wake up and make every effort in your power to have the hours of service reduced and you will find that the ills of our calling will diminish tenfold.

Especially do I make this appeal to the lax or lukewarm members who did not even take interest enough in this all important question to register their vote when they had the opportunity. Will not some of these come to the front with their views, through the columns of our JOURNAL? If they are satisfied with the long hours of service, they may be able to bring out some of the good points in its favor, that some of us on the other side of the wall have not yet discovered.

I, for one, think it a great pity that so small a per cent of a grand total of a membership of 48,000 saw fit to register a vote on this all important question.

Fraternally yours, DUCUT.

Common School vs. College Education.

LOS ANGELES, CAL., March 5, 1905.

EDITOR JOURNAL: Press dispatches recently published in Coast papers state that about 200 students from polytechnic schools filed applications for positions as firemen and engineers on a leading eastern railway system, where a strike was expected.

Many of the papers had editorials on the effect this would have on the firemen and engineers. Some claimed this opened up a new and lucrative position for polytechnic graduates, explaining the advantage to railways of engineers trained by this method versus the bad practice of present method of training engineers in the cab in the good old-fashioned practical way. The high wages that an engineer receives for his services, the pleasant and healthful life in the cab, were treated in detail as further inducements to college graduates to seek for such positions. Many of our firemen and engineers think they can see danger to our calling from this source; but some of us old fogies cannot see any danger to the engineers' side of the ques-

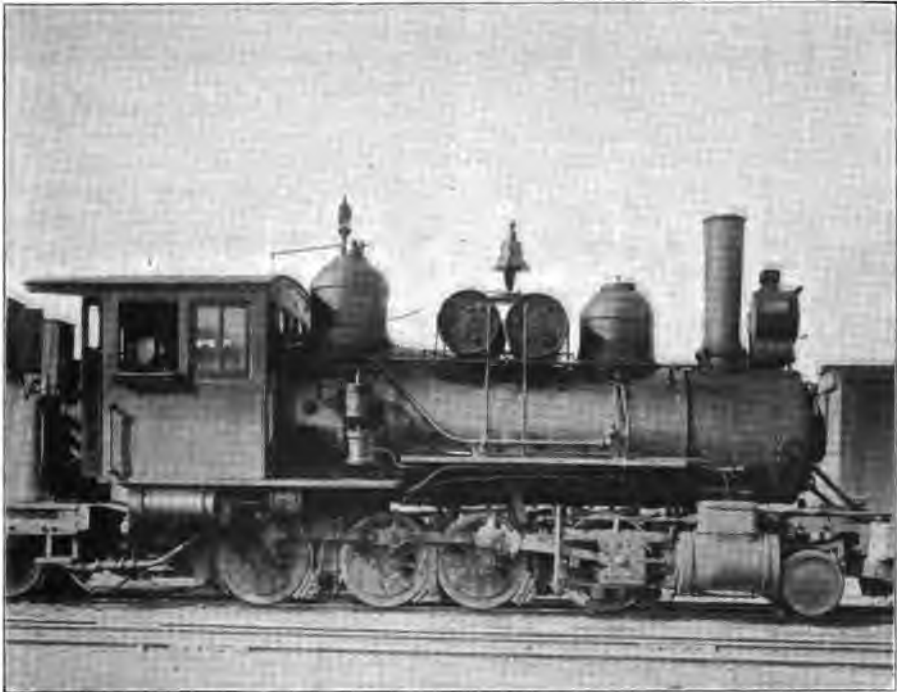
tion; and to show that there is no danger ahead for the young man that circumstances deprive of a polytechnic course, if he is willing to do hard work and hard thinking, is ambitious to become a good fireman, and while working for wages, learns that good honest work is what counts and gives him the stamp of the true and independent man, who knows that the better he performs his work, the harder it will be to fill his place, it brings the only sure way to succeed under the strict discipline of railway service, and if this is practiced insures his promotion.

Technical education is an advantage in any calling, if along the lines necessary in a particular calling. In the selection of young men to learn to fire a locomotive, the young men who received the technical training on the science of railways and the locomotive in all its details, all other things equal, would have the advantage on the start. On oil-burning and locomotives equipped with mechanical stokers they would probably find the work to their liking, but would they stand the hard test that the average fireman has to stand on his way to promotion as an engineer? He must stand this test as a fireman, as it is the only way he can gain the practical knowledge he must possess to become a successful engineer. Very few would graduate before their twenty-fifth birthday, and up to this time would be strangers to hard work. Nine out of ten would soon get over their early ambition to startle railway managers with their exceptional records as up-to-date engineers on the Limited, and join the (already too large) number looking for soft jobs.

Now, let us take the intelligent young man who received only a high or common school education; this he should have. At eighteen, circumstances made it necessary for him to go to work when he leaves school, learning a trade or at what he can get to do. He does not look on hard work as only fit for fools and men of limited education. Menial does not belong to any work well done, from his point of view. He is mentally and physically qualified for a fireman, secures a position as fire-

man, and is ambitious to succeed. His experience since he left school taught him that manly effort, the respect and confidence of his fellow-workers are necessary for his success, and that good work will be appreciated by his superiors in office, and in due time bring about his promotion to the position of engineer. He is sent out with a patient fireman and engineer and from them learns proper size to break coal, that shoveling coal on and off deck instead of putting in firebox does not keep up steam, learns when to shake grates, open and close dampers at proper time, an

job and proves himself worthy of the place, we must see that he has a theoretical knowledge of his duties. First, explain combustion; how he can tell by the color of smoke and flame when the coal he puts in is giving the best results; the effects of putting in coal too soon or too late; to put coal where it is wanted on grates; the number of shovels of coal at each fire best suited to work engine is doing; the effect of having too much green coal on the grates when engine is shut off; how fire should be when engine is starting train; that by doing a little hard thinking



COLORADO & SOUTHERN NARROW GAUGE ENGINE NO. 64.—Equipped with the driver brake on all four drivers. Height of frame, 12 inches; length of brake shoes, 12 inches on the first, second and fourth drivers; length of shoe on third driver, 10 inches; height of brake shoes from the rail, two and three-quarter inches. This is the class of narrow gauge engine which was involved in the Johnson discussion by the Supreme Court. See page 115, February number.

acquaintance with ash-pan and front end cinder hopper, learns that the smoke stack was not made for the sole purpose of emitting black smoke so dense as to shut out the sunshine from the right of way, how to keep a fairly level fire, how to take and give signals, his duty to lamps, oil cans, etc., and he is ready for a trip alone.

He is now up against the practical thing, and if he intends to stay with the

about the advice he gets will reduce the number of trips between fire-door and tender and keep goose eggs off the fuel record of his engine. Impress on his mind the advantage of systematic work; that the company pays for co-operation of fireman and engineer for economical management of their respective engines and has a way of finding out why they don't get it. Call his attention to a good book on

combustion. Tell him he must master one subject at a time (scientific books should not be read like novels) to get any benefit out of it. I once loaned a young fireman such a book. He brought it back in two days and said he had been all through it. I told him that two engineers and myself spent our leisure time for three months on it, and then did not get all we needed. His answer was that we were slow and not up-to-date; our records were good because we had good firemen. I admit we had good firemen; those who would not try to do good work did not care to fire for us. Of course, our best efforts had nothing to do with our records, but to be on the safe side an engineer should do his best. We teach him the use and abuse of lubricants; in short, train him in every way we can to be a better engineer than we are.

With these advantages in his favor, the fireman should be a better engineer than we were when we were promoted.

When a fireman has been firing over two years he should learn how to do rough sketch drawing, and how to read drawings. It is just as easy to learn as to learn to play billiards, and more profitable than associating with kings or aces. A man cannot be a good draughtsman unless he gives it his whole attention; but we can learn to make a rough sketch to scale and read drawings, and it is time well spent. This fireman has learned both theory and practice in the proper manner, each at the proper time; and learned to keep tab on what he knows by good, sound, common sense methods; observation while firing, together with what he has been told and read has enabled him to understand what is required for the successful movement of trains and the best training his memory can get.

His training will enable him to keep his head in emergencies; this is partly due to the fact that he was not top-heavy at the start and did not have to learn to work—a hard lesson for some young men to learn.

I want it understood that I am not opposed to higher education, but for the fireman and engineer a college course is not necessary. The story of the Irish widow telling the blacksmith who was teaching

her son the trade, "not to learn Mikey too fast or too much or he would be a fool instead of a good blacksmith," would fit many cases. Experienced firemen should not be barred from securing employment where their personal conduct and ability are O. K.

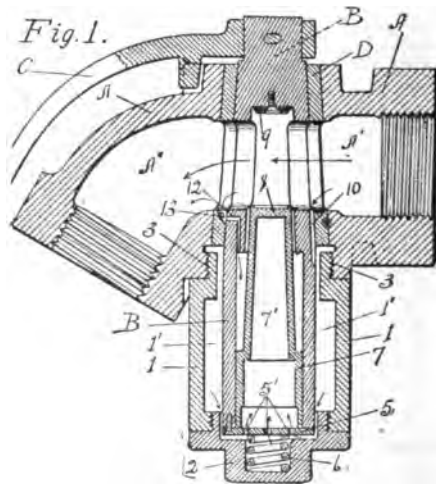
I want every engineer to do all he can to make good engineers out of good firemen, but to waste no time on the man who smokes cigarettes and is trying to master valve motion before he can carry a decent fire. The man without character to make a man and the man who occasionally opens that saloon between his nose and chin, should have no place in railway service. (Mistakes of good men no example to work by.)

In another article I will take up the technical engineer versus the old-fashioned kind—providing this is not rejected.

R. W. KELLY, Div. 662.

Air Brake Safety Valve.

Bro. Frank B. Morrison is the patentee of the safety valve herewith illustrated and described as follows:



In Fig. 1 the valve is shown open and in normal position. In Fig. 2 the piston is closed, shutting off the escape of air from the line. A represents the usual angle cock; B the cut-off plug extended into an extension chamber below this plug being hollow and carrying the piston 7, which

normally rests in position shown in Fig. 1. When the train line is connected up, the valve and angle cock open as in Fig. 1, and piston 7 is not affected by emergency application or recharging of train line. The auxiliary reservoir 1' is fed from the air line A' through groove 10 alongside cut-off plug B. This auxiliary reservoir will carry air at the same compression as the air line. Should hose connected at A' burst or be broken by train separating, the air confined in the auxiliary chamber 1' has no vent or escape and the instant the break occurs and the balance of pressure is distributed this confined air in the reservoir forces the piston 7 to its seat, as shown in Fig. 2, instantly closing the es-

collisions or wrecks, which now often follow.

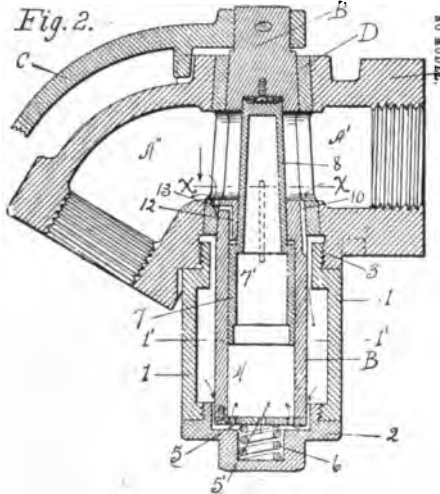
When the air hose is coupled up and pressure equalized, piston 8 drops open automatically by its own weight.

The Successful Engineer.

SEYMOUR, IND., March 6, 1905.

EDITOR JOURNAL: The successful engineer, one who works on a single track road with twenty-four scheduled trains daily, and eight to ten other trains, consisting of sections and extras, with all classes of engines from small eight-wheel engines to consolidated and compound, pulling 2,100 tons over a very uneven track with eighteen of these trains first-class passenger trains, is the one who sees that his engine is in the best possible shape before starting; that he has the necessary supplies and gives his engine a thorough oiling before starting, with oil heated to suit different parts of the engine. A drop of cold oil on guides, links and all open metal is better and lasts longer than a large supply of oil heated to a high temperature. To bearings protected by packing, oil should be used that will reach bearings quick enough not to allow bearings to begin to heat before oil can reach them on account of being chilled. With engine properly oiled before starting it takes a very small amount for the trip and will require something out of the ordinary to cause heated bearing; and with air pump and air apparatus O.K. you may feel confident that you will have a successful trip, so far as the engine is concerned, your train throughout in a condition to furnish the necessary stopping power, and you have all things correct.

In handling the train my idea is to use the lever and throttle where the engine will do the work the best, maintaining full boiler of water and steam pressure. If you have spare time at meet points, remedy any little defects you see and make it a point to always be ready to move so as to use every minute of time, and quite often five minutes on the first part of a run means hours on the last. At water stations be ready when tank is



caping air from the line and preventing the sudden and powerful setting of the brakes which now follows when such accidents occur. The portage leak from the air line through passage X around the piston and out to the atmosphere at X, Fig. 2, makes service application of the brakes on broken section and brings to a slow stop. This leak at X on the section next to the engine is overcome by the air pump keeping the air supply in the line and the engineer runs away with his section of the broken train having the brakes under perfect control. This control on his part of the broken train and the setting of the brakes on the rear section, when broken away, prevents any

full. Adjust yourself to a system of running, then the dispatcher can figure what you will do. When they learn your way of running, your layouts will be lessened from that point.

If you find another engineer in trouble on the road, assist him; if you catch him doubling, cut off your engine and shove him out, if necessary, though you have to double; keep him moving. It is better for you to be delayed than both. If you are meeting a train, say at top of a hill, and he comes doubling, go with your engine and get his rear end. It saves time for both your trips. Note and report all defects in a plain way. Consult with foreman in charge explaining to him the defects and how engine performs. Be sociable and lend a helping hand where you can for the benefit of your associates and the company you work for. A good turn will always be remembered.

GEO. B. CRAIG, Div. 39.

What Was Wrong With the Engine ?

PHILIPSBURG PA., March 6, 1905.

EDITOR JOURNAL: As each month brings to us a copy of the excellent and enjoyable JOURNAL, I have been hoping to see some questions of some happenings of the locomotive. I have read so many articles on the air brake and solved so many questions asked by different Brothers, that I have come to the conclusion that I have become somewhat of an expert in answering any question pertaining to the air brake.

It seems somewhat strange that the locomotive is left to itself and to care for itself. Few questions are asked any more about its failure to perform its duty. Some of the old firemen are as sure that they know all about it and are so sure that they have death to meet with, and think but little of the troubles that they will have to contend with when they are called upon to run one.

Question after question upon the air brake has been asked in the JOURNAL and it seems that to know them is all that is necessary to make a fireman a full-fledged engineer, without knowing the most necessary points of the locomotive and its failures.

Some years back I met with an accident and it did not only puzzle me, but the entire class of engineers, master mechanic, road foreman of engines, and in fact, everyone connected with the motive power. I never thought after I had ciphered out the nonplus how easily the best of us could be confounded, either in the air brake or on the locomotive. For reference, I will give you this question, and hope some Brother will make some reply in the next JOURNAL.

What could possibly be wrong with your engine if it began to go lame by degrees and finally just so bad that it would not move itself after coming to a stop—say there is nothing wrong with the eccentric or eccentric rods, links, hanger, rocker arms, valve stem, valve seat, valve yoke, steam ports, exhaust ports, steam nozzles, piston and piston head, side or main rods, boiler, stack, or in any way with wheels or machinery, or too much water in boiler. Where would you look for the trouble? Yours fraternally,

T. S. KEATING, Div. 467.

Con Troller Badly Mixed.

BELLE PLAINE, IA., March 2, 1905.

EDITOR JOURNAL: Please allow me space to call that good Brother's attention who composed that comment on page 252 of the March JOURNAL, signed "Con Troller," that he is either very badly mixed up or he had a bad dream. In the first place, he claims all this engineer had to do was to take down the front section of side rods and proceed. Now, who ever heard of or saw a three-wheeled connected engine with the knuckle joints in the front section of side rods? Besides, he did not state as to whether there were solid ends on the main and side rods, which would make it necessary to remove main rods to get down the side rods.

Now, this good Brother instead of standing up on the bank and criticising this engineer to his fellow passengers, ought to have gone and given him a little bit of his knowledge and good advice, and taken hold and helped him, instead of airing out that Brother's ignorance in the JOURNAL.

I can call to mind one time when I was riding over one of the trunk lines and the engineer opened his primatic blow-off cock and it stuck open, and he being a large man could not get under his engine very well, and his fireman got a little rattled and failed to shut it off quick, and the train being between stations, it was necessary to act quick. I hopped under there and with a quick twist of the wrist, shut the cock at once. That was better than telling some passenger how it should be done; and in a minute we were on our way rejoicing.

Out here in the Middle West there is none of that so-called strife between the engineer and fireman.

Now, Brother, that is what the B. of L. E. is organized for; to help its members all we can, and if a Brother makes a mistake of this kind I don't think the JOURNAL is the proper place to air it out. This sounds very much like some young start-up trying to down an old man.

S. L. DUNLAP, F. A. E. Div. 526.

Con. Troller not a Brotherly Critic.

BOSTON, MASS., March 5, 1905.

EDITOR JOURNAL: Referring to an article in the March JOURNAL, signed Con. Troller, regarding breakdowns, I was very much surprised to hear a Brother criticise an engineer for making a mistake in disconnecting his engine.

Now, Bro. Con. Troller, have you never made a mistake in your railroad career? If you have not heretofore, I think you have made one now. You say the forward end of the side rod was bent so it struck the guide yoke on a three-wheel connected Rhode Island engine, and that all that was necessary was to take down the forward side rods on both sides. Are you positive that was all that was necessary? Any mogul I have ever seen, and I have seen a good many, where main rod is connected to middle pair of drivers, the knuckle joint is back of main pin, and such being the case, how could the forward side rods be taken down without taking the back ones down also?

Now, Bro. Con. Troller, in conclusion, I will say you did not do a brotherly act

in standing on a bank telling passengers all you knew and all the engineer in trouble didn't know, when you saw him taking down main rod, and you say you told the passengers that the engineer would have to put it back again. Why did you not come down off your "high horse" and impart your knowledge to the engineer instead of to the passengers? It is very evident that you do not believe in the Golden Rule.

Trusting, Brother Editor, you will give this space in the JOURNAL, I am,
MEMBER, Div. 439.

Automatic Fire Door.

ALTOONA, PA., March 10, 1905.

EDITOR JOURNAL: Wishing to be of some slight service to an old and worthy member of Div. 287, I kindly request you to publish the following account of an automatic fire door, which was invented and patented by our old reliable friend and Brother D. A. Reagan, of Div. 287. This patent bears the date of February 28, 1905, and is termed, "A device for automatically operating the fire door of any locomotive or firebox of every description and kind."

The labor of the fireman is decreased as the door opens and closes automatically, and can be made to open to any degree required. But one shovel of coal can be thrown into the firebox at a time, and while he is preparing another shovel of coal the volume of oxygen passes into the firebox, when the door closes and ignites them.

This prevents the continuous rush of cold air into the firebox, which is the case when the fireman leaves the door open too long. It also prevents the sudden contraction of the staybolts and firebox, as well as prevents the sudden rush of cold air which causes the flues to leak.

The door is operated by a small motor about the size of a steam gauge, and Brother Reagan has the privilege of adopting any means more suitable to the different styles of fire doors, either working up or down, sliding open, or swinging open, and is operated by a small lever conveniently located for the fireman or engineer. He also has the right to devise

any means for automatically operating the fire door.

All things considered, there should be a great saving of fuel and labor to the fireman.

Brother Reagan has made many other useful inventions, some of which never were patented, but are in use on the Pennsylvania Railroad at this day.

Brother Reagan is an old member of Div. 287 and his charitable hand is well known to many residents of the mountain city.

This is wholly unsolicited by Brother Reagan, as I was prompted by the belief that a few words of recommendation from his own Brothers might be beneficial to him. Fraternally yours,

R. WINEBRENNER, F. A. E. Div. 287.

Due to Care in Starting Pump.

OTTAWA, CAN., March 2, 1905.

EDITOR JOURNAL: In reading over Mr. Blackall's air brake paper or pump failures, I notice his special reference to broken piston rods and loose nuts on air end. On our road we have only had one case of a pump failure in twelve months on sixty engines due to broken piston rods or loose nuts, and a case of a hot air cylinder is almost unknown.

We attribute our success to the care in starting the pump, and the absence of racing to supply train line leakage. We handle all kinds of trains from five to seventy cars, pumps 9½ and 11 inches.

Fraternally yours,

W. S. BLYTH, Div. 469.

Long Hours.

HAGERSTOWN, MD., March 9, 1905.

EDITOR JOURNAL: I have seen in this month's JOURNAL that a member of Div. 85 was kicking about two longer hours before overtime starts. I certainly am glad that some one has started the ball rolling in regard to long hours. I hope it will keep on rolling until it reaches a destination, and the matter is taken up and we see what can be done. When I read it, I thought that if he has a kick coming, what have we got?

We run large engines which haul fif-

teen hundred ton trains 70 miles for \$2.80. It does not make any difference whether we are out 12 or 24 hours; it is the same pay, and no overtime allowed. We are often out on the road 24 hours. I have just come in off of a 26-hour trip, and the trip before was a 25-hour trip, with only six hours rest, which is not safe for the company or the men. It was almost impossible for me to stay awake. No man is fit for duty in the condition that I was who has any responsibility on him. It could have been very easy for me to fall asleep and run by a meeting point in the condition I was, which has often been the case. I hope that the Divisions will all get together and see what can be done in regard to long hours.

LONG HOURS, Div. 283.

Equalizing Discharge Valve Stuck.

LITTLE ROCK, ARK., March 7, 1905.

EDITOR JOURNAL: A member of Division 366, at Glenn's Ferry, Ida., in the March JOURNAL, doubts that in case the equalizing discharge valve sticks down on its seat and fails to work, whether the brake valve would be operative. I seldom write anything for this department, but concluded to answer the communication.

On the lower end of my run there is no mechanical help. If there are any running repairs the engineer has to do them. One day I took my brake valve apart to clean and oil it. In replacing the discharge valve piston I was careless in putting it in and got the ring cocked, making it stick hard and fast. I did not discover the mistake in time to remedy it, so that I braked the 147 miles to Little Rock with the emergency part of the brake valve, having a short train and having used the old three-way cock for years, had no trouble in making good stops. On arrival I questioned the brakeman if he experienced any difference in the stops from those on former occasions. He replied he did not.

I reported on arrival that I could not make a service application, and to examine the preliminary exhaust port. On the return trip the next morning the same condition existed as the day before, and I used the emergency again. Arriving at

the end of my run I took the brake valve apart and found the difficulty, which was discharge valve stuck.

The emergency part of the brake valve acts on the principle of the old three-way cock, entirely separate and independent from the equalizing and discharge valve by the direct application and exhaust port, and the direct application and supply pipe being brought together by the large cavity on the lower service of the rotary valve, thus making an opening between the train pipe and atmosphere.

Fraternally yours,

ROBERT HERIOT, Div. 183.

We have received eight replies to the above question, all practically arriving at the same conclusion, but these letters contain 2,500 words, making a repetition that would not benefit the reader but rather dishearten, because of the repetitions; so I give a brief of each, trusting the Brothers will see the necessity and justify it.

Bro. E. M. Murphy of Div. 139, says, "If the Brother wants a practical demonstration, let him put a plug in the service exhaust port and put valve in emergency."

Bro. R. W. Kelly of Div. 622, suggests the same demonstration.

Bro. D. O. McKellips of Div. 161, gives the subject much thought and a full explanation—the effect of a stuck valve and why the brake will work in emergency—and calls the Brother's attention to page 81, Westinghouse Air Brake Instructor.

Bro. C. Wilkes of Div. 328, covers the ground well and suggests in making reductions in emergency position, that care be taken in lapping the valve when brakes were applied to the amount required.

Bro. O. T. Owen of Div. 11, says that it is not only possible to set brakes with equalizing piston stuck fast to seat, but by using care and a little judgment, an excellent job of braking can be done.

Bro. Jas. W. Barton of Div. 282, writes at length, telling why brake will work if valve is stuck, and in relation to best books, wonders if our Brother who asks the question is in possession of R. H. Blackall's Air Brake Catechism.

Bro. H. E. Smith of Div. 178, says the equalizing piston has nothing to do with

an emergency application, as the air passes around the equalizing piston, etc.

Bro. W. G. Marshall of Div. 262, also says the equalizing piston has nothing to do with the emergency application and deals at length with the subject, and in answer to his Question No. 2—if train-line is charged to 70 pounds, main reservoir to 90 pounds, with 25 pounds reduction, what part of train-line connections retain 70 pounds—Brother Marshall says yes, in emergency valve chamber and triple valve, held there by check valve; but the other writers have not paid much attention to the proposition, and some think it a catch question, and at least, with little importance.

While we regret that we feel that it is absolutely necessary to condense this matter so as not to tire the reader, we feel that each one who has taken the trouble to write, has demonstrated his good will toward the JOURNAL, and in writing has benefitted himself, as every one does who writes, and we hope our necessities in this case will not tend to retard further communications from them. THE EDITOR.

Train Rights.

JERMYN, PA., March 9,

EDITOR JOURNAL: I have been looking for the obituaries of Brothers Lenahan and Standrod, but not finding them in the March number, have concluded some one else has put them right in time to save their necks.

Why do you think 32 is a superior train? Instruction says southbound trains have right of track, and 32 starts from southern terminal; also explain how Second No. 31 got a station ahead of First No. 31. Why should 32 hold main track at all? Orders do not say so nor rules give her right to.

The order got mixed up on starting point for train 32 either by myself or the printer, but it matters not. In this country we always take an order as it reads.

Brother Lenahan does not agree with me on Brother Blasdel's order. Brother Lenahan says extras running in opposite directions have equal right. It may be so in Illinois, but not here. What would

you do if Extras 517 and 576 had both arrived at Teton at once, both had main track till dispatcher told one of you to take siding and pass?

Suppose you received this order: "Train 32 will run in advance of time A to B, keeping clear of Extra 467." What would you do?
C. L. HOYT, Div. 468.

MINCO JUNCTION, O., March 7, 1905.

EDITOR JOURNAL: In answer to Brother Lenahan, of Div. 32, would say that the order received at A, that First and Second No. 3 had right over No. 6 A to M, would let First and Second No. 3 run from A to M, regardless of No. 6. No. 6 would have to take siding and clear No. 3's time.

Order No. 2, which stated that First and Second No. 3 would meet First No. 6 at L, does not mean any more than it says in black and white. No. 6 should take siding at L and First and Second No. 3 have a perfect right to go on to M for the Second section on their right of track order.

I am not satisfied with the answer to the question I gave in the January number of the JOURNAL, page 72, and would like to hear from some more of the Brothers in reply to it.

I am like Brother Lenahan, I have a fixed opinion myself and will give reasons for same, if there is any misunderstanding about it.

Hoping to hear more discussion on this subject, I remain,

GEO. W. LANCHE, Div. 360.

GARRETT, IND., March 4, 1905.

EDITOR JOURNAL: In answer to the inquiry as to who was right from Aurora, Ill., in the March number of the JOURNAL, will say if they are under the Standard Rules, engineer on First No. 3 is right. There is no mistake about that.

A right of track order simply reverses track rights, as are specified in orders. If engineer on Second No. 3 had been on Second No. 6, leaving M with orders that First and Second No. 3 has right of track to M over No. 6, he would proceed to a keeping off time of No. 3. Where engineer on Second No. 3 got mixed is in the rule that a train may consist of one or

more sections; that is just the point. It would make no difference how many sections there were on No. 6, they are all No. 6; and order out at M that No. 3 has right of track over No. 6 from A to M, makes it perfectly safe; therefore, engineer on First No. 3 is right.

GEO. SHAFER, Div. 153.

HOUSTON, TEX., March 7, 1905.

EDITOR JOURNAL: Replying to Brother Lenahan of Div. 32, relative to the execution of train orders on trains 3 and 6 between A and M, will say that the engineer on train First No. 3 was right in proceeding to M after First No. 6 had arrived at L, and, of course, the engineer on Second No. 3 should have gone also without further orders, provided they are working under Standard Rules.

The first order gave First and Second No. 3 right over all sections of No. 6, as no sections were specified as to No. 6. The second order specified that they would meet First No. 6 at L, which did not include any other section of No. 6; hence, after meeting First No. 6, they had a right to proceed without further orders.

E. M. MURPHY, Div. 139.

WINNIPEG, MAN., March 9, 1905.

EDITOR JOURNAL: In answer to Brother Lenahan of Div. 32, as to who was right and who was wrong, I will say that engineer of First No. 3 was right, as his orders on leaving A gave him right over No. 6, A to M, and his order at K only gave him a meet on the first section of No. 6, without taking away his right to track on order he received at A; therefore, he had a perfect right to go to M, for the second and all following sections of No. 6; and as these orders were addressed to both sections of No. 3, the engineer of Second No. 3 should have gone to M after meeting First section of No. 6 at L.

FRED W. ULLYOT, Div. 76.

BLUEFIELD, W. VA., March 9, 1905.

EDITOR JOURNAL: In reply to Bro. Jas. Lenahan of Div. 32, relative to which engineer was right, I would say that the engineer who went to M without further order was right. Fraternal yours,

E. A. BURTON, Div. 448.

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APRIL, 1905.

Strike on the New York Interborough.

We have been asked to present the facts relative to the strike of the employees on the Interborough and Elevated Roads in New York on March 7, so there may be a general understanding of the subject, and while we feel the necessity of compliance, it is anything but a pleasant task, for it is a record of hasty, ill-advised action, without either the knowledge or consent of the Grand Chief, illegal in every phase and in which there is a most regrettable evidence of indifference to obligated duty, as well as indifference to the welfare of our organization as a whole by breaking faith with a contract made in conjunction with the Grand Chief Engineer, aided by the influence and good name of the whole order, making a grievous break in our word of honor, upon which rest our contracts with nearly all the railroads of America, Canada and Mexico. Hence it is to us a serious subject in which mingle sympathy and duty—sympathy for any who have been misled, and duty to point out the wrong and the law for its punishment in the interest of justice, to sustain our character as a

class of men whose word is to be relied upon, and to do our utmost to prevent a recurrence of a breach of faith, which in the nature of things reflects upon all members of the B. of L. E.

It seems more than passing strange that a body of men like that of Division 105 whose contracts have all been made with a Grand Officer at the head of their committee, each member having in his possession a copy of our law which he obligated himself to obey, should forget that obligation to the organization, and his obligation to the employing company, knowing, as every one must, or at least could have no excuse for not knowing, that their act of going on a strike as they did was in violation of Sections 17, 18, 34, 35, 36, 37, 39 and 40 of the law for their government, all inserted for the purpose of keeping faith and living up to all contracts until they are abrogated by due process of law. Sections 17 and 18 apply directly in this case. Section 17 says, "It shall be the duty of the Committee of Adjustment on any system (or road) to exhaust its efforts to effect a settlement of any difficulty (or misunderstanding) that may arise between the management of the system (or road) and members of the B. of L. E. before sending for the Grand Chief Engineer. Failing, they shall notify the Grand Chief Engineer of the facts in detail, and may call upon him for assistance."

Section 18: "Receiving such call the G. O. E. shall give it precedence over all other business and shall visit such system (or road) and use all honorable means to prevent trouble between members and their employers."

The other sections noted prescribe expulsion for the individual member, member of a committee, the whole committee, and that any Subdivision failing to carry out the laws enacted by the G. I. D. (National Convention) shall have its charter suspended or recalled.

The laws for the protection of contractual relations are the most elaborate and stringent of any in our constitution, and their contents are best known by our members. The law is so strict that even the Grand Chief Engineer would violate its

spirit and intent if he went to a manager's office alone, and discussed the question of wages and conditions; a third and interested party must be present.

So excuses for violation of contracts are not easy to find, and especially so with the members of Division 105, for on September 18, 1902, their committee met the company headed by our deceased Brother A. B. Youngson, Ass't Grand Chief, and obtained conditions for them that they could have secured in no other way, \$3.50 for nine hours work and all other conditions in harmony with it, and on Oct. 28, 1903, owing to dissatisfaction with the physical examination, Brother T. S. Ingraham, F. G. E., representing the Grand Office of the B. of L. E., and J. J. Hanahan, G. M. of the B. of L. F. for the firemen, settled the controversy. Following this came the settlement at the opening of the subway lines, when a new contract was made covering all the lines, subway and elevated, and at this time Grand Chief W. S. Stone headed their committee, resulting in a contract signed on Sept. 8, 1904, to hold good until Sept. 8, 1907, *except that the Grand Chief Engineer of the Grand International Brotherhood of Locomotive Engineers only binds the International body or Division thereof for the period of two years from the date hereof, unless the third year be ratified by said International Brotherhood of Locomotive Engineers.*

The Grand Chief being called away by sickness of his mother, Assistant Grand Chief E. W. Hurley was assigned to the duty of completing the contract, which is signed by the following:

Interborough Rapid Transit Co., by E. P. Bryan, Vice President.

Grand International Brotherhood of Locomotive Engineers, by E. W. Hurley, Ass't G. C. E.

For Division No. 105, by W. L. Jencks, C. E. of Div. 105, E. J. Rozelle, Acting Secretary.

The Brotherhood of Locomotive Firemen, by C. A. Wilson, F. V. G. M.

Lodges No. 149 and 155, B. of L. F., by Harry B. Pinney, Chairman, Edwin R. Wells, Secretary.

Amalgamated Association of Street & Electric Railway Employees of America, Manhattan Div. 332, by Geo. E. Pepper, President.

With the above noted contracts made by and with the international organization, which every one benefited by it knew, there could have been no lack of knowledge of the correct procedure, which would have saved both their membership and the reputation of the International B. of L. E. involved in it.

As to the demands made upon the company and rejected by the officials, no report has ever been made to the Grand Chief, hence we can only quote as gleaned from the press. The *Railroad Gazette* says:

That the present physical examination now in force against motormen and other employees shall be eliminated and a practical road test substituted instead; above to take effect Jan. 1, 1905.

A day's work for motormen and other trainmen to be nine hours or less; motormen's mileage not to exceed 100 miles a day.

Relay for motormen, when headway is less than six minutes, should be allowed at southern terminals, loop or no loop.

All road work on trains, with or without passengers, shall be done by qualified motormen.

For all employees, excepting tower switchmen, nine hours shall constitute a day's work, with time and a half for overtime.

Tower switchmen, eight hours or less to constitute a day's work, with one day off duty a month with pay; time and a half for overtime.

Ten per cent increase in pay for all employees, excepting motormen.

In addition to the above, the amalgamation seems to include conductors, guards, station agents, ticket choppers and colored porters, while the motormen's demands seem to have been confined to a nine-hour day and 100 miles or less for a day's work, and this in face of the fact that the company demonstrated plainly that they could secure all the men they wanted at \$3 and 10 hours, immediately preceding the contract made on September 8, and that motormen on the surface cars worked longer hours for about one-half of what they secured under that contract.

It is evident that the strike leaders felt sure of winning; and knowing that in all likelihood there would be no strike if the

heads of the National orders were called in, not only did not advise with them, but kept positive instructions received from them from the men. But from the record of strikes in New York and Brooklyn during the past ten years, there would not seem to be much on which to base a confidence so great as to make them feel that they could afford to ignore their international organization, as all did, for of the eleven strikes, two were successful, two compromised, and seven were failures.

The first intimation that an ultimatum had been given the company and that a strike was likely to occur came from Mr. Ralph M. Easley, Chairman of the Executive Committee of the National Civic Federation, who had been using his best efforts to prevent a strike, and on receipt of this telegram at 4 P. M. on the sixth, one was immediately sent by the Grand Chief to Brother Jencks, Chairman of the B. of L. E. Committee, and one to Assistant Grand Chief E. W. Hurley, then in New Haven, to go on to New York immediately. Brother Hurley sent a telegram to Brother Jencks at 7 P. M. that he would be in New York at 11 P. M., Grand Central Hotel, but it seems that neither of these telegrams was read to the men and the committee did not go to the Grand Central Hotel until a strike was declared for 4 A. M.; so it will be seen that the efforts of the Grand Officers came to naught, and the organizations and the law governing them were ignored, and evidently purposely, and nothing was left for the Grand Chief Engineer to do but to put the law in force and recall the charter of Div. No. 105, not a pleasant duty, but a necessity under the law made for the government of all members of the B. of L. E. There is no path of safety for the Brotherhood of Locomotive Engineers except that of duty, to do as we pretend, and do whatever we promise.

We hope that this may be the last time we shall ever have occasion to record indifference to obligated duty, which always carries with it in a greater or less degree injury to all members of the order and disaster to the locality where it occurs.

Character and Loyalty.

There are people who oppose any form of union which has for its purpose a voice in the conditions under which its members shall serve; but it is a principle which has been demonstrated as necessary because a few men in power can make mean conditions, and good men who are competitors must conform to the conditions fixed by the few. In no service have conditions been more improved than in railroad work through organized effort, and with great moral and educational benefits, without injury to the employer. Every engineer who stops to think must realize the benefits he enjoys by virtue of the work of the B. of L. E. during its forty years of incessant effort, conducted on lines of equity, demanding just conditions and entering into contractual relations in which both parties bind themselves to live up to and within the conditions involved. Without united effort these conditions could not have been obtained. Our whole forty years has been a school in which we have learned that character was the greatest essential to success, and have made law which, if lived up to, would leave none in our household who lacked a reasonable amount of character. If the law is carried into effect, one may not retain membership who drinks to excess, who keeps a saloon or deals in intoxicating liquor, who willfully injures the property of his employer, who defrauds a member, who deserts his wife or his children, or conducts himself in an unbecoming manner which brings discredit upon the order, and, above all, he must possess sufficient loyalty to adhere strictly to the conditions involved in the contracts made by it until the contract is annulled by due process, as outlined in our law.

While a member may not take the place of a member of any organization involved in a legally organized strike sanctioned by its Grand Officers, when any factor of members break away from the law of our own order, violating the obligations made by the organization, there should be no misconception of duty and

no hesitancy on the part of the loyal member to step into the breach and fulfill all the requirements of the contract until it is canceled by rightful negotiations.

Our lamented old leader, Brother P. M. Arthur, has said hundreds of times, "We demand nothing we would not concede were conditions reversed. We have never had a controversy we would not willingly submit to arbitration if we could not agree." We have won confidence by integrity and great success by reasoning together—settling our differences peacefully by virtue of the strength of members with character, which means the performance of obligated duty, and there should be no question as to the loyalty of the members of the B. of L. E. keeping the faith, and in doing it maintain our honor and preserve the good name and the usefulness of the organization.

Strike Breakers and the Student.

The New York Clothing Trade Bulletin says, "The strike breakers used by the Interborough Company for trainmen were raw youths, old men, toughs, foreign social scavengers, and for motormen the rejected of other roads, mostly."

If this is true, and we presume it is in a large sense, the Columbia University students' education must have been perverted by their professors, or they are not very choice of the company they keep. The papers say, however, that hundreds applied for place not for money, but to assist in breaking the strike on principle. While the strike was illegally organized, if these students are so ready in this case they probably would be under any other conditions. The strike breaker needs no introduction to organized labor. The opponents of organized labor give them a name they think sounds better than scab, and it does; but every man in or out of organized labor knows that they are hired henchmen to do anything demanded of them if there is money enough in it; their moral principles are measured entirely by the dollar. The students may be honest in believing

they are doing something honorable because it has been a part of their education in an institution which caters to the opinions of those who have helped to endow the University. That is quite natural for the professors; but will these students when they enter competitive life follow these principles? If he become a minister, will he hear God's call to preach among the poor, or hear the one where the salary is largest? If a lawyer, will he refuse to become the defender of a known criminal, or will he take the case and charge an amount of fee in harmony with the magnitude of the crime committed for his effort to defeat justice? If a physician, will he stand alone making such price for his service as seems suited to the condition of those treated, or will he join the association to fix prices and to chase the scab doctor they call quacks? There is no doubt they will be actuated by personal interests and join their fellows in self protection. They will then realize if they are honest men how inconsistent they were in being so ready to lend themselves always to one side of a question regardless of its merits.

We hope the day will come when professors of colleges, however endowed, will recognize that to make education common, to elevate the character of the citizen, and to make him of any commercial value to the community, he must be decently housed and decently paid, and that they will cease preaching the doctrine that it is an honor to assist in crushing the poor who are struggling for these betterments and better citizenship.

LINKS.

A UNION meeting of Brothers employed on the Rock Island System will be held in Trenton, Mo., at 9 A. M., Wednesday, April 26, for the good of the order, when it is hoped all who can will be present and participate in the deliberations, the educational features, and the social touch which go with such meetings. Div. 471 extends a cordial invitation to all.

Fraternally yours,

E. B. VANAKIN, F. A. E. pro tem.

THE fourteenth quarterly meeting of the Brothers of the B. & O. System will be held in the Opera House, Millvale, Pa. (Bennett), on April 18 and 19, under the auspices of Div. 452. The Grand Chief expects to be present, nothing intervening to prevent, and as these meetings in the past have been largely attended, Div. 452 naturally desires success for this one, and extends a cordial invitation to all, with a hope that this meeting may be the best attended and most important of all in the good that comes from it. Come, Brothers, and get in social touch and absorb the lessons of right duty that makes for the welfare of all.

Fraternally yours,
T. G. HENRY, Chairman.

BRO. N. W. DUVALL, member of Div. 365, Louisville, Ky., reports that a man calling himself Thos. B. Miller, has a B. of L. E. traveling card, and on examination he was found to have the correct work, stating that he was running between Altoona and Harrisburg, Pa., and desired to have a check cashed. Being a stranger he asked that his check be endorsed, and the check drawn for ten dollars on the Indiana, Pa., First National Bank was endorsed on the back, Thos. B. Miller, Jas. O'Neil and Albert Snyder; Miller got his money, but check was returned, no account in bank, and the two Brothers who were endorsers had to reimburse the bank. The number of the Division granting the card was forgotten so we are unable to find whether the card was a forgery.

The check transaction is evidence of fraud, and it is reasonable to suppose that his name is not Miller, and we hope the next Brother approached will be sure to get the number of Division on card, and be able to give us a good description of the man, so he can be apprehended.

We, however, want to call attention for about the twenty-fifth time to the law, Section 106, page 45, Statutes. No honest Brother wanting aid can object to waiting until a telegram from his Subdivision corroborates his own statements when he is among strangers, and if this law is complied with there will be little opportunity for the dead-beat and fraud to get

favors or money from members of the order. Let every member comply with Sections 101 and 106 and frauds will be hunting some other fields in which to ply their trade.

EDITOR.

BRO. H. W. BETHEL has been appointed a traveling engineer of the G. & S. I. R. R. including Columbia, Laurel and Silver Creek branches. Brother Bethel is a member of Div. 552, and has been chairman of our Adjustment Committee for several years. All are convinced that the company has selected the man for the place.

B. J. D., Div. 552.

BRO. C. M. WEATHERS, member of Div. 532, was appointed Road Foreman of Engines for First Division of the Atlantic Coast Lines and its branches from Richmond, Va., to Savannah, Ga., in January.

The Brother is fully able and qualified for the position and the company has made a good selection, showing our ranks are not forgotten if we prepare ourselves to merit it.

W. J. MCALLISTER.

BRO. A. J. PROLE, of Div. 449, who was promoted last spring from General Foreman of the S. A. L. shops of Americus, Ga., to Master Mechanic of the Fourth and Fifth Divisions with headquarters at Savannah, Ga., has again been shown the appreciation the company has for his ability by being transferred as Master Mechanic to the Third Division of the S. A. L., with headquarters at Atlanta, Ga.

The Brothers of the Fourth and Fifth Divisions regret very much to give Bro. Prole up, but feel that the company has made no mistake and are proud of his upward move and wish him every success.

F. A. E., Div. 449.

THE twenty-first anniversary of Div. 250 will be held in Sunbury, Pa., on the 17th and 18th of May. Some of our Grand Officers and a number of distinguished Brothers, including "Shandy Maguire," have promised to be with us, and a royal good time is expected, and we hope all the Brothers and their wives that can possibly attend will come and help us make it a day of pleasure long to be remembered. We will do our best to

make it worth your coming. Will give program in May number.

Fraternally yours,
J. F. WALLS, Sec'y Com.

BRO. LEVI KAYS, of Silk City Div., 521, has resigned the position of Road Foreman of Engines on the N. Y. S. & W. R. R., to accept a more lucrative position with the D. & H. C. Co., at Wilkes-Barre, Pa.

On leaving the service of the N. Y. S. & W., Brother Kays was presented with a very beautiful watch charm by the engineers and firemen, who regret very much to part with Brother Kays as an official and friend, and we hope that success will crown his every effort in his new position. J. W. M.

WARREN S. STONE, our Grand Chief, was in Kansas City on February 21. Several members of Div. 81, Kansas City, Kan., met Brother Stone at the hotel. They then called upon Mr. Brinkerhoof, superintendent of the Union Pacific, with whom they had a very pleasant talk.

In the afternoon Brother Stone addressed a meeting composed of both Kansas City, Mo., and Kansas City, Kan. His address was very interesting and helpful, and if followed by the members of the Brotherhood, we would have one of the greatest labor organizations in the United States. Our Grand Officers alone are not able to make the organization, but must have the support of every member.

Brother Stone, accompanied by several members of Div. 81, left on the evening train for Ellis, Kan.

Yours fraternally,
J. L. SIMPSON, F. A. E.

DIVISION 886 has moved its Division headquarters from Amory, Miss., to Magnolia Hall, 3d Ave., Birmingham, Ala., and holds meeting on the 1st and 3d Sundays at 10 A. M.

D. H. BADGLEY, F. A. E.

GEORGE WASHINGTON'S birthday was celebrated by the Sisters of G. I. A. Div. 128 in the hall of Div. 11, when the Brothers and their wives were entertained first by giving a dinner, and in the after-

noon by a social chat and card playing; at 6 o'clock we again sat down to a sumptuous lunch. When the tables were cleared away the real pleasure commenced in the way of music, recitations, speeches and dancing. Before we were aware of it Old Father Time had registered 11 P. M., when with hearty handshakes and good-byes and with a wish for a reoccurrence of the pleasure we enjoyed on this day and occasion, we separated for our homes.

Fraternally yours,
WM. M. BLYTHE.

BRO. J. M. ASHLEY of Div. 256, has been appointed Road Foreman of Engines of the new division of the S. A. L. Railway between Birmingham, Ala., and Atlanta, Ga., with headquarters at Atlanta, Ga. Brother Ashley has been a member of Division 256 for the past ten years, and has been a member of the Gen'l B. of A. for the past three years, and his services have been particularly satisfactory to the Division and Brothers on the fourth Division of the Seaboard Air Line Ry. Brother Ashley has been a very successful engineer for eighteen years, keeping abreast of the times, and the members of Division 256 are convinced that the Company has selected a man who will give satisfaction to the men and achieve results for the Company which will be satisfactory to them also, and while we shall feel the loss of Brother Ashley from the Committee of Adjustment and lose to a certain extent his words of advice at our meetings, still it gives us pleasure to have one of our Brothers selected for so important a position as the one Brother Ashley has been appointed to. This being a new division with new men will make it quite hard for him for a while, but Brother Ashley has the gift of getting along, and we, one and all, wish him success.

Brother Ashley was our Delegate at Los Angeles. J. W. URQUHART,

Member Div. 256, Savannah, Ga.

WE UNDERSTAND that many members of the B. of L. E. will attend the convention of the Knights of Columbus, to be held in Los Angeles the first week in June. As the Brothers here would like to know

the exact number who will attend, we would be pleased to have them write Div. No. 662 early in May, as we want to meet as many of the Brothers as possible on their arrival here; and we may have something more in the May JOURNAL.

Fraternally yours,

R. W. KELLEY.

WARREN S. STONE Div. 672 was instituted in Memphis, Tenn., on Saturday afternoon, Feb. 25. This Division was organized with 31 transferred members from Division 386, who are running between Memphis and Amory, Miss. Five men were initiated into the mysteries of the B. of L. E. in a beautiful and impressive manner by our worthy Grand Chief, W. S. Stone, and other prominent Brotherhood men of Divisions 23, 502 and 225.

This Division starts out under the most favorable circumstances and should, in a short time, double its membership, as each and every member has pledged himself to work for the success of a Division named in honor of a man we feel proud to have as the Chief Executive of the Grand International Brotherhood of Locomotive Engineers

At 7:30 P. M. a reception was held in Elks' Hall, under the auspices of Divisions 21, 23 and 672, and G. I. A. Divisions 322 and 159. This hall was appropriately decorated with ferns and mottoes emblematic of the order. The music was furnished by Saxby's Orchestra. The program consisted of speeches, solos and monologues.

Bro. S. W. Tate acted as master of ceremonies, and introduced the speakers in a pleasing manner, the opening address being made by Mr. H. H. Litty, attorney at law, formerly a locomotive engineer, in which he welcomed Brother Stone to our city. This was followed by an able address from our Grand Chief. Mr. Johnson, President of the Merchants' Exchange, made a very interesting talk, in which he spoke of the advantages of Memphis as a convention city. Then came Mr. T. H. Arnold, who gave some very humorous and pathetic recitations; several songs were rendered in a very acceptable manner, as well as specialties given

by the Hudson family and Montgomery twins.

During the evening Mrs. J. D. Ryan, on behalf of Success Div. 159, G. I. A., in a few well chosen words, presented the C. E. of Div. 672 with a handsome Bible. The C. E. was caught unawares, but managed to express thanks for himself and the members for such an appropriate gift.

The closing speech was made by T. H. Hiner, T. G. A. E., in which he invited all present to the banquet hall, which had been tastefully arranged by the members of Chetolah Div. 322, G. I. A.

The contributions of cakes and salads from the two Divisions of the G. I. A. were much appreciated, and the manner in which the supper was served reflected great credit on the members of Div. 322, G. I. A.

Brother Hiner mentioned the fact that among other good things to eat we had a fruit cake baked by Bro. R. C. Brennan, a "Frisco" engineer, who wanted every one to have a piece. Bro. H. H. Smith jokingly remarked "that if Brother Stone ate a piece of this cake he would be laid up in a hospital for a week with a case of acute indigestion." However, he looked better the next day, after having eaten his share of the cake.

There were visitors present within a radius of 800 miles; besides, several General Chairmen, viz.: E. A. Shipley, Frisco; Myer Hurley, Santa Fe; Humphrey Roberts, I. C.; D. W. Thompson, of the L. & N.

On Sunday afternoon, the 26th, a union meeting was held in Kirschner Concert Hall, I. O. O. F. Bldg., Bro. Thos. Tate of Jackson, Tenn., presiding. Matters of interest were discussed by several members and General Chairmen of the different systems represented.

Grand Chief Stone and Ass't Grand Chief H. E. Wills, gave us some advice that set us all thinking, and we felt that the visit of these two Grand Officers will be the means of more activity and interest in matters connected with the B. of L. E., and also aid us in living up closer to the Golden Rule and the mottoes of our order.

We will be busy in Memphis for the next year, making preparations for the 1906 Convention, and will endeavor to make it such a success that the delegates will feel that they did not make any mistake when they voted for Memphis at Los Angeles. D. L. FORSYTHE, Div. 872.

A SURPRISE party and banquet was given by Mrs. W. E. Futch at her home, 853 Hough ave., Cleveland, O., March 11, in honor of the 45th birthday of her husband, Bro. W. E. Futch, President of the L. E. M. L. Ass'n. The guests were all from the Grand Office of the B. of L. E. Covers were laid for nine, and the hostess did credit to the occasion. In the center of the table was a large glass vase filled with an immense bouquet of beautiful flowers. The vase stood upon a square piece of a mirror, which was surrounded by forty-five illuminated wax candles, representing the age of her husband, and the menu was of the very best. Deloss Everett, Third Grand Engineer, toastmaster of the occasion, in a happy speech congratulated Mr. Futch on the passing of the forty-fifth mile post of his history. Warren S. Stone, Grand Chief, responded to the toast, "The Brotherhood of Locomotive Engineers," in a very happy manner. He was followed by E. W. Hurley and M. Cadle, Assistant Grand Chiefs, then M. H. Shay, treasurer of the association, and Charles H. Salmons, editor of the Brotherhood of Locomotive Engineers' JOURNAL, and last by M. Harris and Edward Richards, representing the employees of the Grand Office, all of whom spoke in the highest praise of the efficiency of Mr. Futch as an officer. The gathering had a twofold purpose. One was to celebrate the forty-fifth anniversary of his birthday and the other to pay a tribute of respect to a hero, who has inscribed his name high upon the roll of fame in the history of this association. When the Brotherhood of Locomotive Engineers was in session at its sixth biennial convention, May, 1904, at Los Angeles, Cal., it was tendered an excursion to Playa del Rey Beach, a famous bathing place on the Pacific coast, and one of the bathers, E. A. Montague, of Albany, N. Y., unfortunately ventured out too far and became exhausted, when the cry for help was heard, "A man is drowning." Mr. Futch was not one of the bathers, but he immediately rushed to the beach and went to the rescue of the drowning man. Then began the struggle for life or death, which resulted in Futch landing his associate safe on the beach. The convention on their return to Los Angeles appointed a committee to draft a set of resolutions to be presented to Futch in commemoration of his splendid and heroic deed. The resolutions were hand-

somely engrossed by Geo. Brice, of the Speucerian College, and Warren S. Stone, Grand Chief, on behalf of the donors, in an appropriate address presented the same to the hero. The next surprise was the presentation of a large reclining chair to Mr. Futch by his fellow Grand Officers, which was handsomely done by E. W. Hurley, Assistant Grand Chief, of Boston, Mass. The only thing to mar the pleasure of the party was the absence of William Prenter, First Grand Engineer, who was ill, and H. E. Wills, Assistant Grand Chief, who was out of the city. After the banquet the remainder of the evening was spent in listening to several piano solos rendered by the hostess, Mrs. Futch, and her daughter Ethel, and a recitation entitled "Capital and Labor," by D. Everett. D. EVERETT.

DIVS. 156, 432 and 436, B. of L. E., of Birmingham and Avondale, Ala., had as their guest on Wednesday evening, Feb. 8, Assistant Grand Chief Engineer, Bro. H. E. Wills. This being the first Grand Officer to visit the South in several years, much enthusiasm was shown, and at a special meeting called for 7:30 o'clock, all three of the Divisions were well represented. The large auditorium in the City Hall building in Birmingham was tastefully decorated and every courtesy possible was extended by the city officials for the occasion.

Bro. Wills was accompanied by our General Chairman, Bro. J. T. Whiddon, and was met at the depot by a special committee who escorted him to the Hotel Hillman, where arrangements had been made for him previous to his arrival.

The secret meeting was called to order at 7:30 P. M. by Bro. G. F. Garrett, Chief Engineer of Div. 432, in the chair, who, after making a short address as to the object of the meeting, introduced Bro. Wills.

Bro. Wills outlined the new work of the Grand Office and gave us much valuable information relative to our work, which was thoroughly appreciated by all who were fortunate enough to be present.

Two very pleasant hours were spent in listening to our distinguished guest, after which he was escorted to the parlors of the Hotel Hillman, where he was met by the members of the Ladies' Auxiliary to the B. of L. E. and several prominent citizens who were invited to meet our guest, among whom were Hon. W. M. Drennen, Mayor of Birmingham; Rev. Dr. Staggs, Pastor of the Presbyterian Church; and Hon. Eli P. Smith, of the Birmingham News.

After an informal reception in the parlors, the banquet hall was opened to us, where spreads for one hundred and fifty

guests were laid. The large, spacious hall was beautifully decorated with palms, ferns and cut flowers, each lady being presented with a pink carnation. The menu was served in six courses, under the personal supervision of the genial proprietor, Mr. Knobb. During the entire evening, music was furnished by the Callman orchestra and many beautiful selections rendered.

Bro. Thos. M. Pounds was toastmaster for the evening and, as usual, filled the chair with much credit, first introducing Mayor Drennen, who, in a short but very impressive address, paid the organization of the Brotherhood of Locomotive Engineers a beautiful tribute, and gave its members just credit for the present conditions both socially and financially of our city, better known as the "Gate City of the South."

Bro. Wills was next introduced and in language beautifully spoken, gave much information in regard to our grand and noble order, which was listened to with profound interest. Bringing out many beautiful illustrations, he urged the ladies to use their influence with their husbands in manifesting more interest in their Divisions.

Addresses by Dr. Staggs, Mr. Smith and others followed, and the evening will long be remembered as being most pleasantly spent, and we trust that in the near future we will have the pleasure of having more of our Grand Officers meet with us, as it tends to awaken more interest in our work and profession, and we extend to all a hearty welcome. Rest assured that we never get too busy, but that we can do honor to our guests.

Yours fraternally,
J. S. MAY, Div. 432.

GRAND RIVER VALLEY Div. 286 having been assured that one of the Grand Officers would be with us on Sunday, March 5th last, efforts were made to get the news to all our members and the results were somewhat surprising. Our Assistant Grand Chief, Bro. M. W. Cadle, was on hand as per agreement, and when the meeting was called to order, we probably had a larger attendance than we ever got out at one of our regular meetings before. After the general routine of the Division's business matters was transacted, we were given a splendid address by Bro. Cadle, who consumed something over an hour in his explanation of the work, and what was good for the general benefit of the order. His advice to those Brothers who are frequently delinquent in the matter of paying their insurance assessments promptly, was most appropriate and right to the point. Grand River Val-

ley Div. has a membership of about 200, and it is seldom we see more than twenty or twenty-five members at our regular meetings, and we believe that Bro. Cadle's "scorching" on the lack of interest shown by the Brothers who continually absent themselves from their Division meetings will result in lots of good.

In the evening a banquet and reception was tendered our Assistant Grand Chief, followed by a short musical program, an address by Bro. Cadle, and brief talks by some of the Brothers and Sisters present. The musical program consisted of a piano solo by Mrs. Ella Kelly; violin solo by Miss Rilla Andrews, with Miss Hazel Clements at the piano; piano solo by Miss Georgia Graney; song by Miss Iva Reading, with Miss Laura Moshier at the piano; and recitations by Miss Beatrice Richmond.

The evening was a most enjoyable one and personal thanks are due from every Brother to the Ladies' Auxiliary for their splendid effort, and also to the daughters whose talents helped to make the evening one long to be remembered.

J. W. READING.

HEALTH ASSOCIATION, of Div. No. 53, B. of L. E., Jersey City, N. J., which we believe was the first one in the field with this kind of Indemnity Insurance, reports a membership of 173, from whom was collected during the year ending Dec. 31, 1904, \$4,888.50; paid out to 57 members sick and disabled during the year, \$4,548.50; cost to each member for the year, \$30.

This association has had years of experience and years of success, and any Division desiring to establish weekly indemnity or a health association will do well to write to Bro. Chas. Metz, Secretary and Treasurer, for their constitution.

MINNEHAHA Div. 180, Minneapolis, Minn., has an Indemnity Insurance with \$15 a week payments, which cost the members from January, 1904, to January, 1905, but \$2.25 each. While we consider that we had a very fortunate year, we think it an excellent thing, and vastly better than can be had in any old line company, and as there is much discussion on the various phases of the subject of insurance in the JOURNAL, believe this kind of insurance would be a good thing for every Division, but better for Divisions having a membership of 40 and upwards.

Fraternally yours,
C. E. BARTON, C. E., Div. 180, 1234 Mary Place.

BRO. JAS. CHATEM, 167 Robert St., Toronto, Can., member of Div. 70, who lost

an arm through the fireman moving his engine, has a summer resort for sale, located at Island No. 139 on the river St. Lawrence, $1\frac{1}{2}$ miles east of Gananoque. There is a cottage, a grove and garden, and good fishing ground—a nice place for rest, recreation and to live. Any one interested will please write, addressing as above.

Div. 61, Boston, Mass., held their regular meeting in their hall, Sunday, March 12, which was largely attended, every seat being filled. After the regular routine of business was dispatched and four new Brothers had been added to our Division, the committee on the new hall reported that this would probably be our last Sunday meeting in our old hall, as we should occupy our new quarters on the first day of April, and should celebrate the event in conjunction with the Sisters of the Auxiliary by a "house-warming" on the evening of Saturday, April 1. It is intended to have refreshments, a "coon" show by the Sisters, and a generally good social time by all. Everybody come.

In regard to our old hall, it may be said that it may be with some feeling of regret that some of the older Brothers will leave it, as it has been the home of Div. 61 for nearly thirty years, and to them it may seem like leaving old associations and home ties behind, but the change was made imperative by a lease of the whole building for business purposes.

The committee in charge of securing new quarters have worked faithfully and successfully in providing a new hall, much better in every way, and should be complimented on their efforts and success.

The new hall is just as near, if not nearer, the Boston North Terminal, being No. 164 Canal street; up only one flight, much larger, cleaner, and easier of access than the old one. No dark, steep back stairs to climb; in fact, there are two halls, one large and another smaller for suppers, entertainments, etc., with kitchen and toilet rooms, making when furnished and fitted up an ideal home for "Old 61."

We hope to see all the Brothers and Sisters possible at the "house-warming," and as our next regular Sunday meeting will be on April 9 we hope to see our new home filled by the Brothers.

During the meeting the sick committee reported most of the sick Brothers as improving, and particularly gratifying was their report that Bro. "Bill" Batchelder, who had been to the hospital for an operation on his eyes, had passed through the operation well and that it had been successful, and the physicians thought he would be better than he had been for years. Glad to hear it, "Batch."

The meeting adjourned about 1 o'clock, in order to enable many of the Brothers to attend the fifteenth anniversary celebration of Div. 439, of Boston, to which 61 had been invited.

It may be added, that owing to the continued sickness of Brother Bucknam, Corresponding Secretary, the writer was appointed to fill that position, and by him any news for the good of the order is solicited and will be forwarded to the Editor of the JOURNAL. My address is N. H. B. Wardwell, 88 Cambridge St., Lowell, Mass., or B. & M. R. R. Engine House, Lowell, Mass.

Yours for the cause,
N. H. B. W., Cor. Sec., Div. 61.

THE Washington's Birthday celebration and ball given by Bellevue Div., 447, B. of L. E., at Bellevue Opera Hall, was a perfect success in every particular. The attendance was large, the music all that could be desired, and the company was entertained in a splendid manner.

Over fifty couples participated in the grand march, which was led by Mr. and Mrs. J. D. Cook, who took the dancers through some intricate evolutions without a tangle. The number participating in the grand march tells nothing of the attendance, for there were over three hundred present. It was a really enjoyable gathering and there was nothing that marred the pleasure of any one, and the gayety was continued until a late hour.

At about 10:30, when the orchestra was playing the opening bars of a pleasing waltz and the dancers had caught the rhythm of the piece, something happened. Engineer Jimmy Jones rushed onto the floor, swung a green and white light, the orchestra came to an abrupt stop, and everybody thought the train had struck a landslide. Then it was forcibly announced that a lunch would be served on the stage during the evening. The conductor signaled the orchestra and the dance continued.

The hall was nicely decorated with bunting and flags, and the committees took special pains to see that none of the guests were slighted and that all enjoyed themselves.

Among the out-of-town guests were Mr. and Mrs. Charles Wilcox, Peru, Ind.; L. Hanon, of Lorain, and Mr. and Mrs. E. C. Carter, of Cleveland.

The success of the affair was due to the work of the following committees, who had it in charge:

Arrangement—C. E. Sliter, E. S. Cloud, J. W. Jones, D. G. Obey, T. P. Whalen, M. T. Ocker, G. A. Mullen, J. Grussey, James Furlong, H. I. Phipps, Chairman.
Door—Thomas Peters, W. W. Farley,

J. Quinn, William Gardner, P. McGushin, A. E. Ooker, Joseph Fritz, H. H. Hunt, J. A. Swartz.

Reception—S. E. Kern, N. Bryson, C. F. Long, M. L. Swift, George Schachtele, D. Stetler, A. O. Street, William Myerhoff, M. O. Grubb.

Floor Director—J. D. Cook, assisted by C. S. Fox, B. Fullerton, Jay Fritz, B. J. West, John Adams, C. E. Grubb, J. M. Lynch, Joseph Miller, J. W. Beltz, John Dressback, M. D. Kirby, J. H. McClain, E. E. Carter, J. Schachtele — *Bellevue Paper*.

ON THE evening of February 17, the members of Div. 196, B. of L. E., McComb, Miss., entertained their wives and a number of friends with one of the most delightful social events of this season.

The arrangements were in the hands of Bros. J. H. Reagin, J. J. Jackson and J. H. Fuqua, and the result was a decided success in every way.

Bro. J. H. Martin presided, and after a few happily chosen remarks introduced the Hon. F. H. Lotterhos, the speaker of the evening, who delivered an exceedingly interesting address, which was listened to with marked attention by every one present.

A splendid band furnished choice music throughout the evening, and the various items on the program were thoroughly enjoyed, a recitation by Miss Fuqua deserving special mention.

The ladies offered a prize to the gentleman who could trim a hat the neatest and quickest, which was won by Bro. J. H. Martin, who should seriously consider the advisability of hanging out his shingle as a first-class milliner.

Bro. J. H. Reagin took the booby prize, with a hat trimmed in such a fearful and wonderful manner that the most appropriate place to exhibit it would be in a dime museum.

The ladies then entered into a spirited contest as to which of them could saw wood the best, and the first prize was awarded to Sister Calhoun, who showed a muscular development of which an athlete might be proud. Sister Mixon brought up the rear end and was awarded the booby prize.

At 10:30 P. M. all sat down to a splendid banquet, the tables literally groaning under their load of good cheer. The whole affair was a decided success in every way, and each one left hoping it was the forerunner of many other similar meetings.

A. M. S.

NORTHERN TIER DIV., 69, Grand Forks, N. D., found at the beginning of the new year that we had grown rusty and wish-

ing to "brush up" a little, we decided to turn over a new leaf. Since that time we have had better meetings with a larger attendance and more interest is being shown. Our last meeting was a banner one with 36 members present and four for initiation.

About 5:30 there came an alarm at the door. Our worthy Guide, Bro. Joe Murray, answered the alarm. On returning he looked somewhat excited and informed Brother Chief there was a committee of ladies from Div. 247, G. I. A., desiring admittance and a word with the Chief Engineer. As this was the first visit from the G. I. A. ladies, no time was lost in admitting them, for fear they might change their minds. Our worthy Chief, Bro. F. A. Catlin, proved himself quite a hero, not knowing what designs the ladies might have on the boys present, welcomed them on behalf of Div. 69.

Sister Johnson responded to the welcome and said that she had always heard that the way to a man's heart was through his stomach, and she thought with their presence and the odor of coffee that came through the door when they were admitted, that if the Brothers would retire to the dining hall they would try to find out if what she had always heard was true or not.

After partaking of the supper so thoughtfully and carefully prepared, we returned to the Division room and tried to think of some way to show our appreciation more fully than by devouring everything in sight, when one of our quick-witted Brothers suggested that a new "spring hat" would please the ladies. No sooner said than done. A black hat was selected and trimmed profusely with "silver" trimming. Sister Yowell, as treasurer of G. I. A. Div., 247, not liking the hat returned it, but accepted the trimming on behalf of Div. 247, in a very gracious manner.

After an hour of social chat we departed to our various homes, agreed that—

"A lass is good and a glass is good,
And a pipe to smoke in cold weather;
The world is good and the people are good,
And we're all good fellows together."

Y.

THE employees of the Cairo Division of the Big Four gave a farewell reception in honor of the retiring Superintendent, Thomas Reynolds, in the Elks' Hall, Mt. Carmel, Ill., on the night of February 28, to show their appreciation and express their sentiments to the most popular man that has ever filled the position of Superintendent on the Cairo Division.

The hall was beautifully decorated for

the occasion and a large U-shaped table, adorned with pink carnations, occupied the center of the room.

On arrival at the hall, Mr. Reynolds, accompanied by Mr. J. V. Kennedy, Trainmaster, Mr. D. J. Mullen, Master Mechanic, and Bro. Wm. Burns, Chairman of the evening, took their places at the head of the table, and together with the 200 employees present, proceeded to partake of the bountiful repast prepared by Caterer C J Cummins and served by his corps of waiters.

After luncheon, Chairman Brother Burns introduced Mr. J. V. Kennedy, who gave a very interesting talk on railroad men in general and reviewed the work of Mr. Reynolds for the past six years he has been on the Cairo Division, referring in particular to his broad views in all transactions and his ever ready hand to his fellow man in distress. He concluded his remarks by presenting Mr. Reynolds with a handsome diamond stud, as a token of the high esteem in which he is held by the employees, and expressed the wish that his future might be as bright and as free from clouds as the jewel he had the honor to present.

Mr. Reynolds responded with a short address, thanking the employees for the hearty support they had accorded him during his stay on the Cairo Division, and wished them success in their future undertakings.

Short addresses appropriate to the occasion were made by the following men: D. J. Mullen, M. M., W. D. Browning, E. F. Eichhorn, Bro. H. W. Baldwin, J. Williamson, J. T. Watkins, John Keenan, M. Henley, C. Craig, H. Bushire, Jos. Nadin, Geo. Wright, C. E. Roebuck, J. Rodgers, D. J. Bonner, A. Reeves, Henry Milhorn and H. A. Cooney.

The music was furnished by Prof. Kyle Foster. During the evening Messrs. A. E. Habberton and E. F. Eichhorn entertained the party with clever character sketches, instrumental and vocal numbers.

After extending a vote of thanks to the lodge of Elks for the use of the hall, the assembly adjourned at 11 P. M., singing "Auld Lang Syne."

M. C. DAVIS, F. A. E. Div. 400.

THE Brothers of Div. 141 are feeling quite elated over the success of their annual ball given on February 22, 1905. It is getting to be considered quite the event of the season, and deservedly so, for neither time nor expense is spared to make it so.

Brothers Kinney, T. Pearson, Kinkade, Hamilton and W. J. Pearson were appointed a committee on arrangements and

deserve great credit for their faithful work. Springer's orchestra of Salina furnished music for the occasion, and to say every one was pleased with it, is putting it mildly.

The grand march was led by District Foreman Merrill and wife, Supt. Vick Roy and wife, followed by our Grand Chief W. S. Stone and Mrs. Thos. McMahon, President of the Ladies' Auxiliary, the engineers following, and 65 other couples following.

Bro. Joe Cadden, of Beloit, was there and seemed to enjoy himself as he always does, also Brother Thos. Henchey, of Salina, Bro. J. L. Simpson and wife of Division 81, and Brother Hall, of Cheyenne Wells, were present.

Grand Chief W. S. Stone came on the morning of the 22nd. He could stay but the one day, but we enjoyed every minute of it. The ladies of Div. 212, G. I. A., served a turkey dinner (composed of tree climber "turkeys" as explained to our Chief by Brother Chapman) in the Grand Army Hall to all engineers and wives. Plates were laid for eighty and the tables fairly groaned under the weight of good things to eat, for the ladies of 212 are thoroughly acquainted with the only sure way to a man's heart.

A reception was held before the dinner to give the Brothers and Sisters an opportunity of meeting the Grand Chief. Brother Stone has a wonderful power of winning all hearts by his pleasant, unassuming manner, and the Brothers can not be with him long without feeling that he has their interest so much at heart that he is a Brother in every sense of the word.

The Brothers held a secret session all the afternoon and if every member present was not benefited by Brother Stone's words of advice and warning, they are not worthy to belong to the B. of L. E. We only wish we might have his helpful presence oftener.

ONE WHO WAS THERE.

ON Wednesday evening, February 22, a beautiful home wedding was solemnized at the home of Bro. and Mrs. C. F. Edrington, when their daughter, Miss Ella Edrington and Mr. Claud Wilson were united in marriage.

The parlors were handsomely decorated with palms, ferns and flowers, a feature of the decoration being a large wedding bell suspended from a richly decorated arch, under which the ceremony was performed.

Rev. T. Y. Ramsey, of the Winfield Memorial M. E. Church, performed the rites, using the ring ceremony.

Mendelssohn's Wedding March was reu-

dered by Miss Grace Edrington, and the bridal party entered in the following order:

John W. Casey and Miss Minnie Edrington, Clarence Wiley and Miss Lena Bemberg, followed by the bride and groom.

The bride wore *peau de soi* trimmed with point lace, with full bridal veil, and carried an arm bouquet of bride roses.

The bridesmaids wore silk tissue over taffeta, and carried arm bouquets of roses.

After congratulations a dainty wedding supper was served, the guests being waited upon by Brother Edrington, who seemed to be as young as the groom.

The young couple were the recipients of many beautiful gifts.

At a late hour all departed, after having spent a most enjoyable evening.

A GUEST.

BRO. HIRAM MYERS, formerly member of Div. 36, Newark, O., was employed by the B. & O. between Newark and Chicago Junction for some fifteen years, but was eventually transferred to Baltimore, Md., to the service of the Pennsylvania Railway, and to Div. 52. Brother and Mrs. Myers have been traveling together many years, and they concluded to celebrate their wedding day; and that they have many friends is evidenced by the following from a Baltimore paper, which says:

A pretty wedding anniversary was celebrated by Mr. and Mrs. Myers at their home, 2143 Jefferson Place, on Tuesday evening, February 14. Thirty years ago they were married at Fostoria, O., of which state they are both natives, but moved to this city about fifteen years ago. The residence was profusely decorated with American Beauty roses and pink carnations. A number of handsome presents, including cut glass, silver, china and linen, were received, also a beautiful silver water service, given to them by the Ladies' Auxilliary. Invitations to the Brotherhood of Locomotive Engineers and the Ladies' Auxilliary, of which they are members, were extended. Those present were Mr. and Mrs. F. Hall, Mr. and Mrs. J. Smith, Mr. and Mrs. N. Smith, Mr. and Mrs. F. Rollman, Mr. and Mrs. George Role, Mr. and Mrs. H. Plummer, Mr. and Mrs. J. Plummer, Mr. and Mrs. W. McDade, Mr. and Mrs. J. Malin, Mr. and Mrs. W. Long, Mrs. Brom, Mr. and Mrs. G. Reamer, Mr. and Mrs. G. Geisey, Mr. and Mrs. Harry Free, Mr. and Mrs. H. E. Morrison, Mr. and Mrs. Eugene Coleman, Mr. and Mrs. E. Dick, Mr. and Mrs. A. Andrews, Mr. and Mrs. J. Rider, Mr. and Mrs. Charles Metcalf, Mr. and Mrs. Reiley, Mr. and Mrs. J. Shafer, Mr. and Mrs. J. Pierce, Mr. and Mrs. F. Brockman, Mr. and Mrs. M. Brockman, Mr. and Mrs. S. Bergan, Mr. and Mrs. Fifer and daughter, Mr. and Mrs. L. McCaully, Mr. and Mrs. A. McCaully, Mr. and Mrs. B. Comthwall, of Washington; Mr. and Mrs. Asken, Mr. and Mrs.

Richardson, Mr. and Mrs. Zimmerman, Mr. and Mrs. Raglin, Mr. and Mrs. W. Perry, Mr. and Mrs. W. Hubbard, Mr. and Mrs. G. Fry, Mr. and Mrs. A. J. Cooler, Mr. and Mrs. J. Hitchcock, Mr. and Mrs. Frank Murphy, Mr. and Mrs. Henry Castleberg, Mr. and Mrs. J. Jones, Dr. Clarence Dotan, Mr. and Mrs. H. T. Cole, Mrs. Maggie Holland, Miss S. Rannels, Miss Girtle Andrews, Miss Ella Metcalf, Miss Elnerie Smith, Miss Florence Kelso, Miss Fifer, Miss Girtle Plummer, Mr. Eugene Coleman, Jr., Mr. Robert Bowman, musician; Mr. John Free, musician; Mr. Stanley Colgan, Mr. W. Andrews, Mr. Perkins Coleman, Mr. John Favorite, Mr. Elmer Cornthwaite, of Mount Washington; Mr. and Mrs. O. C. Moore, Mr. and Mrs. G. Ingen, Mr. and Mrs. N. Grafton, Mr. and Mrs. George Gracey, Mr. and Mrs. W. Taffy, of Mingo, O.; Mr. and Mrs. H. M. Ingen, of Chicago; Mr. A. Ingen and Mr. and Mrs. H. Ingen, of Mingo, O.; Mr. and Mrs. J. Lee, of Bellaire, O.; Mr. and Mrs. Albert Rolf, Mr. and Mrs. Watters, and Mr. and Mrs. Kelly, of Zanesville, O.

I AM a member of Div. 480, Cincinnati, O., and I am happy to say that after several years of hard struggling our Division is getting along fine. We have been about at a standstill for several years, but now we are having from one to four initiations every meeting. We have fine officers, and plenty of money in the treasury.

On Sunday Bro. Frank Gibney and myself went down from Columbus to attend the meeting and it was nice to see such a well-filled hall instead of a bare quorum, as it used to be. We are organizing a Mutual Benefit Association in our Division.

T. B. AREHART.

WE are in receipt of Carew's Standard Time Book for Railroad Men. The book is gotten up by Bro. R. S. Carew, a member of Div. 360, and is the result of knowledge of needs gained by experience and gives a full record of each trip and tells how to guard against and correct errors in time. The book can be had for 25 cents by addressing R. S. Carew, 21 E. Tremont street, Massillon, O.

THE gross earnings of thirty-nine roads for the first week of March were \$7,899,292, against \$6,642,700 for the first week March 1904, an increase of \$756,592. Thirty-three roads show increases and six decreases. Since July 1 the roads referred to above earned \$280,056,605, an increase of \$12,414,866 over the \$267,641,739 reported for the corresponding period of last year. For the longer period thirty-one roads show increases and eight decreases.

—United States Investors.

W. J. SHOWALTER, a Washington correspondent, says: One of the most consistent advocates of legislation in Con-

gress looking to the betterment of the condition of the laboring classes is Senator Thomas S. Martin, of Virginia. It was through his instrumentality that the Kean resolution to investigate the question of railroad rates was so extended as to include an investigation to ascertain the advisability of enacting a national employers' liability bill, which would do away with the old common law doctrine of fellow servants, behind which the railroads get to avoid paying just claims for damages growing out of injuries sustained by employees in discharge of duty. This investigation will undoubtedly result in a Federal liability law, and it will prove a great boon to railroad employees.

Another piece of legislation of interest to labor, secured by Senator Martin, was the provision that mechanics in United States Navy Yards shall be entitled to short annual leaves of absence with pay, thus placing them on the same plane with Department employees.

THE members of Div. 598, B. of L. E., and Auxiliary Division 302, Richmond, Ind., gave their second annual ball on Feb. 22, and it was one of the most successful functions of the winter. Not only did the affair net the organization of Locomotive Engineers a handsome sum, but the arrangements were so perfect, and they were carried out with such a nicety that the several hundred guests were loud in their praises.

Odd Fellows' Hall was bedecked with flowers and palms and the National colors were conspicuously displayed. Suspended from the balcony at frequent intervals and also from the chandeliers were the regulation lanterns, half of them green and half red. Back of the orchestra was a perfect fac-simile of the head of a locomotive, from the pilot to the tip of the stack. It was "No. 598," and was the favorite of the evening.

The guests began to assemble early, and before 9 o'clock, the hour for the grand march, it seemed as if dancing would be almost impossible, so great was the crush. The gallery as well as the floor was filled with a throng of happy people. Dancing occupied the attention of the old and the young until a late hour, when luncheon was served in one of the other halls in the building.

One of the features of the dance was "the moonlight waltz." At the announcement of this all the lights were turned out with the exception of the lanterns, and the music began one of the most dreamy kind of waltzes. Suddenly up in one corner of the room there appeared a moon, which soon arose and shone full-orbed over the scene. The imitation was

perfect and the dance received several encores. Kamp's full orchestra furnished the music.

The committee in charge of the annual dancing party performed its duty well, and to them is due the success that was achieved. It is evident, however, that next year the engineers and their ladies will be compelled to rent the Coliseum in order to give accommodations to their friends. There is no question but that the Coliseum could be literally filled with dancers and spectators, for the Brotherhood members are popular, and their efforts always bring them the most cordial support.—*Local Press.*

SPECIAL NOTICES.

The traveling card of Bro. P. W. Montgomery, member of Div. 251, has been lost in San Francisco. If presented, please take up and forward to Bro. E. H. Colip, F. A. E. of Div. 251, Raton, N. M.

Wanted—The addresses of Ellis and Eri Bliss, who were born at Cottage Hill, near Chicago, Ill. in the fifties, and are said to have entered railroad service in Michigan, at least one is supposed to have become an engineer. It will be to their interest if either will correspond with John C. Peirsol, Monroe City, Mo., who is the attorney for an unsettled estate.

Bro. George Hans, member of Div. 48, when last heard from was employed in Mexico, on the Mexican Central Railway. His good wife not hearing from him for nearly three months, and her letters to others remaining unanswered, she is greatly worried. Will any one knowing of him please write her and relieve her anxiety? Address Mrs. George Hans, 115 S. Ewing Ave., St. Louis, Mo.

Will any one acquainted with Hank Comfort, an engineer running between Dunkirk and Hornellsville, N. Y., about the time of the war in the 60's, please write his son, Bro. H. E. Comfort, member of Div. 69, 1100 University Ave., Grand Forks, N. D.

Members of the Following Divisions will correspond with the F. A. E. of their Divisions immediately:

<i>Division—</i>	<i>Division—</i>
80—E. E. Lawrence.	326—W. L. Hammond.
451—C. G. Franklin.	

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

La Grande, Ore., Feb. 8. Mrs. Almira M. Carpenter, mother of Bros. D. E., U. S. and Ray C. Carpenter, members of Div. 362.

West Chester, Pa., Feb. 4. Bro. Harry C. Walters, member of Div. 51.

Marshall, Tex., Feb. 20, engine going through a bridge, Bro. W. J. Spaulding, member of Div. 219.

Brinkley, Ark., Feb. 22, pneumonia, Bro. W. B. Austin, member of Div. 554.

Moran, Kan., Feb. 12, engine turning over, Bro. C. W. Phelps, member of Div. 177.

Chicago, Ill., Feb. 12, pneumonia, Herbert Lundean, son of Bro. P. G. Lundean, member of Div. 458.

Parsons, Kan., Feb. 12, injuries received from engine turning over, Bro. C. B. Willard, member of Div. 179.

Seattle, Wash., Feb. 6, killed, Bro. Robert E. Love, member of Div. 399.

- Alexandria, Va., Feb. 21, pneumonia, Bro. H. H. Downs, member of Div. 317.
- Cloverport, Ky., Feb. 9, Bro. Jos. E. Buckley, member of Div. 485.
- Mattoon, Ill., Dec. 18, 1904, Bro. John Granger, member of Div. 37.
- North Platte, Neb., Feb. 12, Bro. Warren Lloyd, member of Div. 88.
- Pottsville, Pa., Feb. 12, 1904, Bro. M. Address, member of Div. 90.
- Pottsville, Pa., March 19, 1904, Bro. T. H. Parker, member of Div. 90.
- Chicago, Ill., Feb. 8, Bro. E. G. Crandell, member of Div. 96.
- Abbotsford, Wis., Feb. 27, rupture, Bro. F. L. Chase, member of Div. 80.
- Marquette, Mich., Feb. 15, Bro. Jacob Williams, member of Div. 94.
- Momence, Ill., Feb. 25, injuries received in wreck, Bro. Geo. Graves, member of Div. 100.
- Meridian, Miss., Feb. 24, Bright's disease, Bro. Edward Maxwell, member of Div. 156.
- Hamden Junction, O., Feb. 22, pneumonia, Bro. Barney Gullum, member of Div. 65.
- Grand Rapids, Mich., Feb. 24, killed, run over by his train, Bro. Albert Garman, member of Div. 286.
- Cincinnati, O., April 13, 1904, Bro. W. H. Farmer, member of Div. 95.
- Stevens Point, Wis., Feb. 8, killed in a rear-end collision, Bro. W. R. Schell, member of Div. 372.
- Duluth, Minn., Feb. 26, Bro. Jas. Kimeres, member of Div. 395.
- Oil City, Pa., Feb. 24, killed in a collision, Bro. M. S. Tobin, member of Div. 173.
- Danville, Ill., June 21, 1904, Bro. W. J. Gleason, member of Div. 100.
- Danville, Ill., March —, 1904, Bro. F. A. Cook, member of Div. 100.
- Columbia, Pa., Jan. 24, 1904, Bro. James C. Nelson, member of Div. 104.
- , O., Jan. 29, Bro. J. F. Stewart, member of Div. 37.
- Chillicothe, O., March 4, pneumonia Mrs. Emma Spalding, wife of Bro. S. B. Spalding, member of Div. 65.
- Jonesboro, Ark., Feb. 27, blood poisoning, Bro. J. W. Nance, member of Div. 442.
- Rock Island, Ill., Jan. 2, 1904, heart failure, Bro. H. H. Baker, member of Div. 60.
- Fairmont, Pa., April 15, 1904, Bro. J. E. Miller, member of Div. 50.
- Johnstown, Pa., Sept. 9, 1904, Bro. H. V. Robinson, member of Div. 50.
- Connellsville, Pa., Oct. 5, 1904, Bro. James Emery, member of Div. 50.
- London, Ont., Nov. 12, 1904, Bro. Wm. Temple, member of Div. 68.
- London, Ont., April 25, 1904, Bro. John Carson, member of Div. 68.
- Emporia, Kan., Feb. 16, injuries received in wreck, Bro. James G. Romig, member of Div. 130.
- Massillon, O., March 6, injuries received in collision, Bro. G. G. Wise, member of Div. 360.
- Martinsburg, W. Va., Jan. 10, James M. Baker, son of Bro. Wm. F. Baker, member of Div. 352.
- Martinsburg, W. Va., Feb. 19, pneumonia, Bro. Peter W. Ambrose, member of Div. 352.
- Blue Island, Ill., March 5, heart trouble and kidney disease, Bro. Octave Bordeau, member of Div. 111.
- Atlanta, Ga., Feb. 1, killed, Bro. R. C. Wilhelm, member of Div. 368.
- Texarkana, Tex., March 4, killed by his engine turning over, Bro. J. E. Ford, member of Div. 496.
- Allegheny, Pa., March —, Mrs. J. F. Overlander, mother of Bros. J. F. and C. M. Overlander, members of Div. 293.
- Albany, N. Y., March 2, Bright's disease, Bro. James H. Peek, C. E. of Div. 46.
- Chicago, Ill., March 3, Bro. J. S. Blaine, member of Div. 372.
- Detroit, Mich., Nov. 16, 1904, Bro. Thos. Brown, member of Div. 122.
- Ironton, O., March 4, typhoid fever, Bro. Beverly J. Algeo, member of Div. 208.
- Sandusky, O., Feb. 11, heart failure, Bro. Michael Renchan, member of Div. 208.
- Winona, Minn., March 11, cancer of bowels, Bro. H. L. Hoyt, member of Div. 9.
- Des Moines, Ia., April 20, 1904, pneumonia, Bro. Joseph Lewis, member of Div. 113.
- Des Moines, Ia., April 16, 1904, paralytic stroke, Bro. John Brownfield, member of Div. 113.
- Washington, D. C., March 10, Bro. Harry B. Clogett, member of Div. 160.
- Galeton, Pa., March —, Henry R. Balch, father of Bro. F. V. Balch, C. E. of Div. 429.
- Jackson, Mich., March 10, Bro. Michael C. O'Connell, member of Div. 2.
- Easton, Pa., Feb. 25, Bro. Sylvester Fishbaugh, member of Div. 259.
- Boston, Mass., Aug. 18, 1904, Bro. W. H. Winchencubach, member of Div. 312.
- Wilkes-Barre, Pa., March 11, Bro. James Callahan, member of Div. 263.
- Chicago, Ill., March 7, pneumonia, W. E. Hoyt, member of Div. 150.
- Selma, Ala., March 6, disease of the liver, Bro. Wm. Laughlin, member of Div. 223.
- Johnsonburg, Pa., March 9, Bro. Frank Eldridge, member of Div. 254.
- Albany, N. Y., Feb. 4, killed by explosion of boiler, Bro. James L. Allen, member of Div. 46.
- St. Louis, Mo., March 12, chronic nephritis, Bro. Geo. J. Tyrrell, member of Div. 327. Brother Tyrrell had been a member of the order 33 years, and lost two positions through loyalty to it. He had been a member of the Insurance Department for 31 years, and an officer in his Subdivision many years.
- Columbia, Ala., Feb. 20, killed in a wreck, Bro. Elijah Pate, member of Div. 210.
- De Soto, Mo., Feb. 25, Bro. Wm. Moch, member of Div. 123.
- Atlanta, Ga., Feb. 7, Bro. J. C. Adamson, member of Div. 207.
- Oswego, N. Y., Feb. 25, pneumonia, Bro. Geo. W. Schell, member of Div. 152.
- Everett, Wash., Feb. 26, Bro. J. H. Kelley, member of Div. 238.
- Council Bluffs, Ia., March 14, Mrs. John Hanson, wife of Bro. John Hanson, member of Div. 17.
- Baldwin, Mich., March 14, killed in a collision, Bro. George Mellish, member of Div. 304.
- Rowlesburg, W. Va., March 15, run over by a switch engine, Bro. James Kitzmiller, member of Div. 437.
- Wilkinsburg, Pa., Feb. 13, Mrs. W. J. Adams, wife of Bro. W. J. Adams, member of Div. 325.
- City of Mexico, Mex., March 9, dropsy of the heart, Bro. W. H. Davis, member of Div. 224.
- Nashville, Tenn., March —, Mrs. C. B. Brown, wife of Bro. C. B. Brown, member of Div. 473.
- Birmingham, Ala., Feb. 5, 1904, Bro. Sam Sparks, member of Div. 156.
- New Haven, Conn., March 23, appendicitis, Bro. Geo. W. Noyes, member of Div. 312 and Sec. & Treas. of G. C. of A., N. Y., N. H. & H. System. Brother Noyes will be remembered as a delegate to the Los Angeles Convention. He was one of the most intelligent and lovable characters in New England, and his sudden death will be a great shock to the Brothers in that section, and a great loss to the Brotherhood as one of its best committeemen and defenders.

ADMITTED BY TRANSFER CARD.

Into Division—

- 271—L. J. Mulford, from Div. 35.
 623—R. G. Ryan, from Div. 186.
 11—R. N. Boone, from Div. 221.
 474—A. C. Clark, from Div. 349.
 554—John M. Finely, from Div. 182.
 603—P. R. Vandermark, from Div. 166.
 438—P. A. Rossiter, E. W. McCarty, from Div. 156.
 179—Chas. H. Baty, from Div. 262.
 W. K. Weeks, Walter Adams, from Div. 568.
 76—C. H. Joslyn, from Div. 413.
 428—J. E. Barclay, from Div. 86.
 71—C. E. Cramer, from Div. 446.
 84—L. F. Busha, from Div. 368.
 431—W. S. Kirkwood, from Div. 428.
 546—Wm. McPherson, from Div. 229.
 636—S. R. Reauseau, from Div. 500.
 96—A. Kennedy, from Div. 225.
 Geo. E. Mahoney, from Div. 592.
 498—F. E. Fern, from Div. 428.
 464—Frank Boyle, from Div. 50.
 Geo. Statham, from Div. 148.
 239—A. T. Rogers, from Div. 23.
 J. H. Williams, from Div. 514.
 589—J. T. Mulligan, from Div. 205.
 Al. Lilja, from Div. 269.
 488—M. H. Blount, from Div. 194.
 673—William Sites, from Div. 263.
 23—J. F. Walsh, from Div. 354.
 205—W. A. Woodcock, from Div. 61.
 W. H. Goodspeed, from Div. 191.
 100—J. Cole, from Div. 112.
 37—J. T. Conder, from Div. 460.
 238—Chas. H. Hoffman, from Div. 262.
 605—T. E. Beall, from Div. 159.
 518—Geo. Blackburn, from Div. 188.
 271—A. Snedegar, S. K. Brown, from Div. 190.
 156—Geo. Hall, from Div. 432.
 N. F. Brandt, from Div. 331.
 515—D. B. Farquhar, Michael McMahon, A. H. Sebring, J. B. Sheppard, Geo. McConigal, H. H. McCarty, Chas. Nelson, J. E. Phelan, James B. Weaver, Fred C. Loomis, John Rutherford, Fred B. Willis, M. F. Howell, Ellis A. Boosinger, J. W. Warren and M. C. Hall, from Div. 258.
 50—H. V. Hughes, from Div. 370.
 594—J. L. Cain, from Div. 430.
 187—A. A. Sweet, from Div. 47.
 Steve Coleman, from Div. 177.
 Geo. W. Schafer, from Div. 394.
 291—J. R. Key, from Div. 573.
 287—Hiram Kemp, from Div. 310.
 675—C. N. Brokaw, W. J. Barber, W. B. Baldwin, Ed. Cooley, W. K. Dennison, P. S. DeHoff, O. R. Elliott, W. C. Ferguson, John A. Hill, Chas. Johns, S. L. Keith, E. M. Keener, C. N. Leeman, H. A. Miller, A. T. Myers, J. A. Maxwell, G. G. McDonald, Mart Norton, Eugene Pascoe, Jake Rose, R. L. Rainey, Chas. Walton, Rufus Wilkerson, from Div. 433.
 670—Ed Brand, John Carroll, W. F. Dolan, H. T. Dobbins, O. T. Ford, H. Hillebrandt, Gilmore Harveson, Tom Ryan, John A. Walter, C. W. Norfleet, from Div. 366.
 Richard Coffey, J. J. Clark, F. H. Gregory, L. Ladet, E. Oliver, Tom Rogers, R. B. Tanner, R. J. Tanner, A. Monton, Geo. D. McCollum, F. Poinbeauf, from Div. 531.
 672—C. F. Allen, F. M. Andrews, John Alexander, J. P. Anderson, Al Aull, H. R. Begerly, R. C. Brennen, J. O. Carroll, H. D. Campbell, J. P. Carpenter, B. W. Durkee, B. R. Eighme, D. L. Forsythe, John D. Franklin, R. B. Herring, H. C. Hittbrunner, B. F. Holt, S. C. Jarvis, Sam Ledger, Frank Leftvich, J. T. Mee, Dave Nash, J. W. Reesse, Jake Schmidt, G. M. Smith, W. T. Stephens, H. C. Stevenson, F. R. Thomas, W. L. Kidd, A. G. Warner, from Div. 386.
 186—John Flanagan, Fred Hyde, George Noolan, from Div. 258.
 46—Elmer G. Allen, from Div. 14.
 445—R. W. Murdick, from Div. 630.
 574—L. Gilnaugh, from Div. 187.

- 574—Thos. V. McOsker, from Div. 451.
 7—H. H. Burbanks, from Div. 11.
 472—Chas. H. Montgomery, from Div. 173.
 23—Thomas Quinn, from Div. 19.
 495—J. H. Achor, from Div. 552.
 254—J. M. Darmstadt, from Div. 244.
 664—W. H. Harris, E. A. Goble, from Div. 161.
 A. C. Thyle, from Div. 415.
 656—John Thompson, from Div. 465.
 474—F. B. Farmer, from Div. 425.
 456—W. N. Noble, from Div. 291.
 61—H. H. Carson, from Div. 483.
 355—T. E. Elliott, from Div. 174.
 671—Robt. G. Rowe, Stephen West, from Div. 266.
 28—John F. Weigle, from Div. 170.
 154—A. J. Warner, from Div. 225.
 665—James L. Brady, Thos. J. Foley, J. F. McClure, from Div. 460.
 R. B. Glenn, from Div. 377.
 110—R. B. Wilcox, from Div. 415.
 317—Jake Corl, from Div. 433.
 325—W. H. Thompson, from Div. 50.
 178—J. E. Walker, from Div. 264.
 386—A. H. Adams, from Div. 571.
 360—J. M. Lynch, from Div. 447.
 396—Jos. O. Young, from Div. 234.
 162—Joseph McGuigan, from Div. 138.
 302—A. Ely, Wm. West, Wm. Conly, from Div. 33.

WITHDRAWALS.

From Division—

- 94—Matthew Bice.
 251—J. H. Keating.
 355—W. J. McAmbly.
 110—Samuel Walker.
 437—J. E. Weaver.

From Division—

- 540—Wm. Burke.
 68—Wm. J. McFadden,
 Edward Lowe,
 John McFadden,
 Robert Turton.

REINSTATEMENTS.

Into Division—

- 137—L. F. Choate.
 19—L. J. Dohm,
 H. F. Givler,
 H. L. Collins,
 Thos. Quinn.
 567—J. F. Storrs.
 50—Frank Boyle.
 310—Hiram Kemp.
 531—A. G. Donly.
 158—Henry Ward.
 260—S. K. Knox.
 237—R. Y. Humphrey.
 248—Wm. Kane.
 306—Frank Moffett.
 191—W. H. Goodspeede.
 556—R. L. Stewart.
 380—F. E. Green,
 C. W. Van Gorden.
 599—F. Converse.
 64—Frank W. Tracy.
 33—William Conley.
 522—Robert McCaun.
 161—A. G. Eddy.
 11—Joseph Schmidt.
 343—J. H. Barlow.
 526—John Dennend.
 187—J. L. Hudson,
 I. M. Dean.

Into Division—

- 281—A. M. Smith.
 101—James Mitchell.
 301—J. L. Coleman,
 287—Jas. T. Delozier,
 Wm. F. Crawford.
 251—Stuart A. Apyar.
 10—R. J. Turnbull.
 427—John T. Hutchinsson.
 381—Wm. L. Dutil.
 537—C. B. Hulbert.
 639—Dan Hummer.
 210—Dave L. Landers.
 312—W. H. Adams.
 254—J. V. Housman.
 602—D. O'Connor.
 139—Matt. Forney.
 218—Wm. Davidson.
 144—A. H. Allen.
 100—W. H. Strong.
 492—H. B. Lammey.
 420—William Tracy.
 348—C. L. Moulton.
 481—S. A. D. Shipley.
 388—Edouard Beaulieu.
 156—Fred Stribich.
 57—Chas. A. Taft.
 452—John E. Cavauaugh.
 57—C. H. Colborn.

SUSPENSIONS.

From Division—

- 468—J. J. Tierney, three months, for non-payment of dues.
 591—F. S. Simmons, ninety days, for violating Section 98 of Constitution.

EXPELLED.

FOR NON-PAYMENT OF DUES.

From Division—

- 623—E. J. Tipton, E. Houchin, J. Heskett.
- 434—Charles Barker.
- 77—E. Buttery.
- 128—William Glenday.
- 29—J. F. Allen.
- 173—R. M. Geary, Harry Bird.
- 187—I. M. Dean, John Lewis, J. L. Taylor, W. L. Simpson, L. J. Hudson.
- 107—John Downs, C. A. Wanda, W. M. Lowden.
- 71—Joseph Gallagher.

From Division—

- 165—G. E. Wyatt, Wm. F. Zopff.
- 137—L. F. Choate, Wm. Anderson.
- 368—Fred D. Carlisle, W. de B. Patman, L. D. Bozeman.
- 152—James Acker.
- 355—D. Brown.
- 199—J. C. Hale, J. W. Donaldson, L. B. Heath, I. W. Libby, M. Rominger, Alf. Wold.
- 123—J. D. Green.
- 205—G. S. Pike.

FOR OTHER CAUSES.

- 51—Harry Britton, for forfeiting insurance.
- 113—Geo. M. Hedrick, forfeiting insurance.
- 424—F. E. Hammer, non-payment of dues and forfeiting insurance.
- D. B. Lucas, C. K. Russell, non-payment of dues and not taking out insurance.
- 50—E. J. Smith, non-payment of dues and forfeiting insurance.
- 144—Thos. A. Height, non-payment of dues, unbecoming conduct and defrauding Division.
- 434—James Tierney, non-payment of dues and non-attendance.
- 569—Harry Daniels, forfeiting insurance.
- 472—J. C. Williams, non-payment of dues and forfeiting insurance.
- 600—James Clark, non-payment of dues and forfeiting insurance.
- 90—J. H. Herflicker, violation of obligation.
- 200—John Boyd, non-payment of dues and forfeiting insurance.
- 394—C. O. Kendall, Mat Good, Fred Kapnick, violation of Section 35 of Standing Rules.

- 589—C. A. Moody, failing to take out insurance.
 - 622—L. D. Blair, forfeiting insurance and non-payment of dues.
 - 514—C. L. Schulgan, non-payment of dues and unbecoming conduct.
 - 653—J. R. Hartraut, non-payment of dues and forfeiting insurance.
 - 60—H. Longabaugh, forfeiting insurance.
 - 299—Geo. C. Gage, unbecoming conduct and defrauding a Brother.
 - 551—A. H. McClentock, non-payment of dues and forfeiting insurance.
 - 278—T. D. Mackie, Frank Smith, non-payment of dues and forfeiting insurance.
 - 38—G. W. Johnson, forfeiting insurance.
 - 20—F. P. Richason, violation of obligation.
 - 123—R. Wylie, forfeiting insurance and non-payment of dues.
 - 283—T. M. Duran, forfeiting insurance.
 - 468—Warren McVitter, forfeiting insurance and non-payment of dues.
 - 481—Geo. A. Huff, non-payment of dues and forfeiting insurance.
 - 318—Thos. McConger, non-payment of dues and forfeiting insurance.
 - 591—J. J. Cody, Wm. Delaney, forfeiting insurance.
 - B. P. Crook, violation of obligation.
 - 578—W. B. Mathis, violation of obligation.
 - 199—W. J. Maloy, non-payment of dues and defrauding members.
 - 348—Wm. Ehle, Thos. Rowe, non-payment of dues and forfeiting insurance.
 - 464—R. W. Hyde, not complying with insurance laws.
 - 304—Fred Smith, non-payment of dues and forfeiting insurance.
 - G. G. Ellsworth, forfeiting insurance.
 - 153—O. D. Lyberger, forfeiting insurance.
- The expulsion of Bro. J. G. Sample, of Div. 472, which appeared in the February JOURNAL, was a mistake, owing to a misunderstanding, and action was rescinded on March 12.

THOS. WILSON, F. A. E.

James De Camera, listed as expelled from Div. 269 in the February JOURNAL, should have been Jarvis De Camera.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have renewed our arrangement with the Webb C. Ball Watch Co., Cleveland, O., for an unlimited number of watches as premiums; watches that are guaranteed to be O. K. in every respect, and will be given as premiums under the following conditions:

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$20.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard, 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name..... Division No.....

Box or Street and No.....

Postoffice..... State.....

OLD ADDRESS.

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION.

Official Notice of Assessments 796-799.

SERIES F.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, April 1, 1905. }

To the Division Secretaries L. E. M. L. and A. J. A.:

DEAR SIRS AND BROS.—You are hereby notified of the death or disability of the following members of the Association:

Four Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
754	Jerry Leahy.....	47	47	Aug. 20, 1900.	Apr. 4, 1904.	Blind right eye.....	\$1500	Self.
755	Geo. H. Roberts.....	73	502	July 17, 1890.	Sept. 8, 1904.	Diphtheria.....	1500	Mrs. G. H. Roberts, w.
756	John Christian.....	73	206	Sept. 20, 1888.	Sept. 11, 1904.	Heart failure.....	3000	Heirs.
757	John W. Glenn.....	35	343	June 16, 1901.	Dec. 22, 1904.	Pneumonia.....	1500	Lizzie H. Glenn, w.
758	C. P. Johnson.....	30	614	Sept. 19, 1904.	Jan. 13, 1905.	Lt. arm amputated	1500	Self.
759	Linza Burchett.....	47	492	July 20, 1891.	Jan. 23, 1905.	Killed.....	1500	Mrs. L. Burchett, w.
760	Andrew Melka.....	30	225	June 1, 1903.	Jan. 26, 1905.	Killed.....	750	Genevieve Melka, w.
761	Thos. Blackwood.....	38	134	Nov. 18, 1903.	Jan. 31, 1905.	Killed.....	1500	Maggie Blackwood, w.
762	A. D. Shearwood.....	80	471	Nov. 15, 1883.	Jan. 31, 1905.	Paralysis.....	3000	{ Mrs. Nellie Stein- hauser and Mrs. Hattie Johnson, daughters.
763	W. A. Tiller.....	28	448	Sept. 14, 1904.	Feb. 3, 1905.	Left eye removed..	1500	Self.
764	R. E. Love.....	27	399	Dec. 4, 1902.	Feb. 6, 1905.	Scalded.....	750	Mrs. M. M. Love, m.
765	D. A. Head.....	43	458	Sept. 26, 1899.	Feb. 9, 1905.	Left leg amputat'd	2250	Self.
766	J. W. Ferguson.....	31	548	May 1, 1900.	Feb. 10, 1905.	Killed.....	1500	Jessie Ferguson, w.
767	Fred Helm.....	28	537	June 27, 1898.	Feb. 11, 1905.	Killed.....	1500	Mrs. Anna Helm, m.
768	Ira Meadows.....	26	101	Nov. 7, 1904.	Feb. 11, 1905.	Typhoid fever.....	3000	Mrs. E. McConnell, s.
769	C. W. Phelps.....	35	177	Aug. 13, 1902.	Feb. 12, 1905.	Killed.....	3000	Mrs. E. M. Phelps, w.
770	J. H. Moore.....	55	298	Feb. 16, 1889.	Feb. 12, 1905.	Apoplexy.....	3000	Mrs. J. H. Moore, w.
771	J. F. Wilson.....	36	219	May 11, 1896.	Feb. 12, 1905.	Consumption.....	1500	Mrs. M. T. Wilson, m.
772	J. C. Boosinger.....	33	29	Dec. 24, 1902.	Feb. 12, 1905.	Killed.....	750	Mrs. M. J. Leese, m.
773	H. Bruggemier.....	45	457	Sept. 1, 1889.	Feb. 13, 1905.	Pneumonia.....	750	{ Mrs. Louisa Brug- gemier, w.
774	Thos. Burns.....	37	646	Oct. 15, 1899.	Feb. 15, 1905.	Paralysis.....	4500	Minnie Burns, w.
775	Jas. Romig.....	38	130	Apr. 6, 1891.	Feb. 16, 1905.	Killed.....	1500	Mrs. J. G. Romig, w.
776	P. W. Ambrose.....	41	352	May 3, 1897.	Feb. 19, 1905.	Typhoid fever.....	1500	Mrs. M. Ambrose, w.
777	Hugh Downey.....	65	404	Dec. 16, 1889.	Feb. 19, 1905.	Paralysis.....	1500	Mary Downey, w.
778	J. W. Spaulding.....	32	219	Nov. 25, 1893.	Feb. 19, 1905.	Killed.....	1500	Ida M. Spaulding, w.
779	A. Garman.....	29	286	Oct. 21, 1903.	Feb. 20, 1905.	Killed.....	750	Nora A. Garman, w.
780	E. Pate.....	59	210	Aug. 25, 1885.	Feb. 20, 1905.	Drowned.....	3000	Bertha E. Pate, w.
781	H. H. Downs.....	30	317	Dec. 4, 1904.	Feb. 21, 1905.	Pneumonia.....	1500	Martha A. Downs, w.
782	W. B. Austin.....	50	554	Dec. 26, 1895.	Feb. 23, 1905.	Pneumonia.....	1500	Mrs. W. B. Austin, w.
783	W. S. Tobin.....	47	173	Dec. 14, 1889.	Feb. 24, 1905.	Killed.....	3000	Mrs. M. S. Tobin, w.
784	S. Fishbaugh.....	77	259	Sept. 28, 1887.	Feb. 25, 1905.	Heart failure.....	3000	Mrs. R. Fishbaugh, w.
785	F. L. Chase.....	40	80	May 8, 1901.	Feb. 29, 1905.	Appendicitis.....	1500	Mary A. Chase, w.
786	J. H. Peek.....	52	46	May 31, 1884.	Mch. 2, 1905.	Apoplexy.....	3000	Mrs. J. H. Peek, w.
787	Andy Peterson.....	43	200	Apr. 17, 1900.	Mch. 2, 1905.	Apoplexy.....	1500	Mrs. M. A. Peterson, w.
788	M. Ringbauer.....	41	626	July 5, 1890.	Mch. 3, 1905.	Apoplexy.....	1500	Mrs. M. Ringbauer, w.
789	G. H. Carter.....	42	309	May 20, 1900.	Mch. 4, 1905.	Killed.....	1500	Minnie Carter, w.
790	J. E. Ford.....	43	496	June 26, 1890.	Mch. 4, 1905.	Killed.....	3000	Lucy B. Ford, w.
791	Wm. Laughlin.....	45	223	July 25, 1890.	Mch. 6, 1905.	Cirrhosis of liver..	3000	Mrs. E. Laughlin.
792	Geo. G. Wise.....	46	300	May 4, 1902.	Mch. 7, 1905.	Killed.....	750	Frank Wise, son.
793	Wm. E. Hoyt.....	69	150	Sept. 1, 1886.	Mch. 7, 1905.	Pneumonia.....	3000	Mary A. Hoyt, w.
794	Frank Eldridge.....	34	254	Mch. 18, 1902.	Mch. 9, 1905.	Killed.....	1500	Cora Eldridge, w.
795	M. E. O'Connell.....	46	2	May 19, 1899.	Mch. 10, 1905.	Apoplexy.....	4500	Mrs. E. O'Connell, w.
796	H. B. Clagett.....	40	160	Oct. 16, 1892.	Mch. 10, 1905.	Consumption.....	1500	Corrie L. Clagett, w.
797	H. L. Hoyt.....	60	9	Mch. 30, 1881.	Mch. 11, 1905.	Carcinoma of rect..	4500	Mrs. H. L. Hoyt, w.
798	Geo. Tyrrell.....	58	327	Aug. 9, 1874.	Mch. 12, 1905.	Chronic nephritis..	4500	{ Warren A. Tyrrell, F. O. Tyrrell, sons.
799	Elmer G. Allen.....	43	46	May 3, 1904.	Mch. 14, 1905.	Killed.....	3000	Minnie J. Allen, w.

Total number of claims, 46. Total amount of claims, \$96,750.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Sept. 1, 1904	Mrs. Florence E. Dwyer.....	579	Geo. S. Long.....	430	\$3000
" 7, "	Mrs. Mary Boardman.....	580	A. H. Butler.....	325	1500
" 23, "	Mrs. Mollie A. Lass.....	581	C. A. Culppepper.....	449	1500
Oct. 5, "	Mrs. Peter Metzger.....	583	John E. Sentman.....	353	1500
" 13, "	Mrs. S. T. Murphy.....	587	J. F. Doherty.....	213	1500
" 23, "	Mrs. S. A. Beavers.....	594	A. S. Jones.....	307	1500
" 23, "	Mrs. Rosa A. Chesler.....	595	E. D. Garvey.....	281	1500
Aug. 17, "	Jacob Chrenfeld.....	617	I. M. Watters.....	466	2250
Nov. 2, "	Mrs. James McAuley.....	620	S. W. Carson.....	152	3000
" 5, "	Mrs. Jane Jude.....	621	H. G. Doon.....	55	750
" 9, "	Mrs. Mary Curran.....	622	J. B. Hotchkiss.....	179	1500
" 12, "	Mrs. Annie H. Murray.....	624	W. R. Gilpin.....	130	3000
" 14, "	Mrs. Johanna Hine.....	626	J. W. Knowlton.....	155	1500
" 16, "	Mrs. Lizzie E. Brown.....	630	F. F. Minard.....	122	1500
" 17, "	Mrs. E. W. Kells.....	632	Chas. D. Hanes.....	237	1500
" 19, "	Mrs. Nancy M. Nicholson.....	633	J. H. Southworth.....	77	1500
" 22, "	G. C. Aul.....	635	J. C. Heisenbottle.....	533	1500
" 23, "	Mrs. Emma A. Hamilton.....	636	M. L. Hamilton.....	64	3000
" 23, "	Mrs. Annie M. Stone.....	637	Wm. B. Stahl.....	287	1500
" 26, "	W. D. Faulkner.....	639	J. W. Keys.....	293	1500
" 30, "	Mrs. F. R. Faulkner.....				
" 30, "	Daniel Faulkner.....				
" 30, "	W. H. Faulkner.....				
Dec. 2, "	Mrs. P. R. Carpenter.....	640	James Snover.....	305	1500
" 3, "	Mrs. Annie Thompson.....	641	W. H. Miller.....	373	1500
" 3, "	Mrs. Samuel Crow.....	642	Wm. Blythe.....	11	1500
" 7, "	Mrs. Mary E. McLain.....	643	C. W. Ellison.....	614	750
" 7, "	Mrs. Louisa Gilbert.....	644	E. I. Baker.....	105	3000
" 8, "	Mrs. Herbert E. Gregory.....	646	J. C. Green.....	271	1500
" 9, "	Mrs. Mary F. Fox.....	647	R. C. Miller.....	405	3000
" 8, "	Mrs. Martha A. Corbett.....	648	R. H. Griffin.....	33	3000
" 10, "	Mrs. Susie McKee.....	649	Harry McKee.....	108	1500
" 10, "	Mrs. Ella B. Laughlin.....	650	E. D. Tait.....	273	3000
" 11, "	Mrs. J. G. Maloy.....	651	John Cassell.....	31	4500

Financial Statement.

CLEVELAND, O., March 1, 1905.

MORTUARY FUND FOR FEBRUARY.

Balance on hand Feb. 1, 1905.....	\$163,961 93
Paid in settlement of claims.....	76,500 00
<hr/>	
Surplus.....	\$ 87,461 93
Received by assessments 648-51 and back assessments.....	\$72,781 37
Received by assessments 692-95.....	251 22
Received by Special Mortuary Fund*.....	24,315 53
Received from members whose insurance was carried by As- sociation.....	306 85 97,654 97
<hr/>	
Total in Bank Feb. 28, 1905.....	\$185,116 90
Mortuary fund.....	87,792 20
Special mortuary fund.....	97,324 70 185,116 90

EXPENSE FUND FOR FEBRUARY.

Balance on hand Feb. 1, 1905.....	\$ 14,130 68
Received by admission fees.....	309 99
<hr/>	
Total.....	\$ 14,440 67
Expenses during month of February.....	1,489 26
<hr/>	
Total in Bank Feb. 28, 1905.....	\$ 12,951 41

*The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

Statement of Membership.

FOR FEBRUARY, 1905.

<i>Classified, represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessments 613-16.....	4,414	22,284	9,311	1,552
Members from whom as- sessments 613-16 were not collected.....	470	2,565	935	68
Members carried by the Association.....	2	134	284	23
Applications and rein- statements received during month.....		223	97	27
<hr/>				
Totals.....	4,886	25,206	10,627	1,670
From which deduct poli- cies terminated by death, accident, or otherwise.....	21	68	26	9
<hr/>				
Total membership Feb. 28, 1905.....	4,865	25,138	10,601	1,661
<hr/>				
Grand total.....				42,265

M. H. SHAY, Gen'l Sec'y & Treas.

NINE NATIONS

Now Use Liquozone. Won't you try it—Free?

Millions of people, of nine different nations, are constant users of Liquozone. Some are using it to get well, some to keep well. Some to cure germ diseases, some as a tonic. No medicine was ever so widely employed. These users are everywhere; your neighbors and friends are among them. And half the people you meet—wherever you are—know someone whom Liquozone has cured.

If you need help, please ask some of these users what Liquozone does. Don't blindly take medicine for what medicine cannot do. Drugs never kill germs. For your own sake, ask about Liquozone; then let us buy you a full-size bottle to try.

We Paid \$100,000

For the American rights to Liquozone. We did this after testing the product for two years, through physicians and hospitals, after proving, in thousands difficult cases, that Liquozone destroys the cause of any germ disease.

Liquozone has, for more than 20 years, been the constant subject of scientific and chemical research. It is not made by compounding drugs, nor with alcohol. Its virtues are derived solely from gas—largely oxygen gas—by a process requiring immense apparatus and 14 days' time. The result is a liquid that does what oxygen does. It is a nerve food and blood food—the most helpful thing in the world to you. Its effects are exhilarating, vitalizing, purifying. Yet it is a germicide so certain that we publish on every bottle an offer of \$1,000 for a disease germ that it cannot kill. The reason is that germs are vegetables; and Liquozone—like excess of oxygen—is deadly to vegetal matter.

There lies the great value of Liquozone. It is the only way known to kill germs in the body without killing the tissue, too. Any drug that kills germs is a poison and it cannot be taken internally. Every physician knows that medicine is almost helpless in any germ disease.

Germ Diseases.

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Liquozone attacks the germs, wherever they are. And when the germs which

cause a disease are destroyed, the disease must end, and forever. That is inevitable.

- | | |
|--------------------|---------------------|
| Asthma | Hay Fever—Influenza |
| Abscess—Anæmia | Kidney Diseases |
| Bronchitis | La Grippe |
| Blood Poison | Leucorrhœa |
| Bright's Disease | Liver Troubles |
| Bowel Troubles | Malaria—Neuralgia |
| Coughs—Colds | Many Heart Troubles |
| Consumption | Piles—Pneumonia |
| Colic—Croup | Pleurisy—Quinsy |
| Constipation | Rheumatism |
| Catarrh—Cancer | Serofula—Syphilis |
| Dysentery—Diarrhea | Skin Diseases |
| Dandruff—Droopy | Stomach Troubles |
| Dyspepsia | Throat Troubles |
| Eczema—Erysipelas | Tuberculosis |
| Fevers—Gall Stones | Tumors—Ulcers |
| Goitre—Gout | Variocœle |
| Gonorrhœa—Gleet | Women's Diseases |

All diseases that begin with fever—all inflammation—all catarrh—all contagious diseases—all the results of impure or poisoned blood.

In nervous debility Liquozone acts as a vitaliser, accomplishing what no drugs can do.

50c. Bottle Free.

If you need Liquozone, and have never tried it, please send us this coupon. We will then mail you an order on a local druggist for a full size bottle, and we will pay the druggist ourselves for it. This is our free gift, made to convince you; to show you what Liquozone is, and what it can do. In justice to yourself, please accept it to-day, for it places you under no obligation whatever.

Liquozone costs 50c. and \$1.00.

CUT OUT THIS COUPON

for this offer may not appear again. Fill out the blanks and mail it to The Liquozone Co., 458 464 Wabash Ave., Chicago.

My disease is

I have never tried Liquozone, but if you will supply me a 50c. bottle free I will take it.

.....

.....

M 3-4 Give full address—write plainly.

Any physician or hospital not yet using Liquozone will be gladly supplied for a test.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS JOURNAL

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Powerful Locomotives Require Powerful Brakes

The illustration shows the largest and most powerful locomotive in the world, weighing 480,000 lbs., built by the American Locomotive Works for the Baltimore & Ohio R. R., and exhibited at the St. Louis Exposition. It is equipped with

Westinghouse Brakes and Friction Draft Gear

Manufactured by

The Westinghouse Air Brake Co.

Pittsburg, Pa.

The Air Brake Builders

BROTHERHOOD OF LOCOMOTIVE ENGINEERS MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
807 SOCIETY FOR SAVINGS BLD'G, CLEVELAND, O.

Vol. XXXIX.

MAY, 1905.

NUMBER 5.

The Portland Fair.

TACOMA, WASH.

EDITOR JOURNAL: The "Lewis and Clark Centennial and American Pacific Exposition and Oriental Fair," which is the official name of the exposition to be held at Portland, Oregon, from June 1 to October 15 of the present year, will far surpass anything of its kind ever held on the Pacific Coast. It will be the first Fair ever held west of the Rocky Mountains, receiving the support of the United States Government. The amount appropriated by the Government is \$475,000. The Fair will be international in its scope, but the products and industries of the states

of California, Oregon, Washington and Idaho will be most prominent.

This centennial will celebrate the one hundredth anniversary of the exploration of the Oregon country by an expedition commanded by Captains Meriwether Lewis and William Clark, and planned by President Jefferson.

These two men started on their tour leaving St. Louis, Mo., in May, 1804, making the mouth of the Columbia River their objective point. They fought their way through three thousand miles of then unknown country, ascending the Missouri River from the point of its junction with the Mississippi to its source; then crossing the Rocky Mountains till



MOUNT HOOD, OREGON.

they struck the head waters of the Snake River, following it to its junction with the Columbia, then down this mighty stream to where it flows into the Pacific Ocean, reaching this point November 15, 1805. It is doubtful if they would have accomplished the trip but for the aid of the Indian woman Sacajawea, who accompanied them on their journey, acting as guide and interpreter. In honor of this heroine there has been erected a bronze statue amid the beautiful flower gardens that adorn the Fair Grounds.

After spending the winter exploring the

the stupendous strides of advancement and the marvelous transformation of this country within the last hundred years from a primeval state to what it is today, it almost staggers belief. It makes us ask the question, "Will there ever be an end to the advancement of mankind? Will the impossible ever be reached in every direction of human endeavor?" And if such a time does come what will become of the human race? For my part, I regret that my birth was not postponed a thousand years, but that being impossible, I have the consolation that I was not



BIRD'S-EYE VIEW OF PORTLAND, OREGON.

country surrounding the mouth of the Columbia River, they started on their return trip in March, 1806, reaching St. Louis late in the fall of the same year, being gone almost two and one-half years.

This expedition resulted in the acquisition of the Oregon country by right of discovery, which extended the domain of the United States to the Pacific Ocean, constituting what is now known as Washington, Oregon, Idaho and parts of Montana and Wyoming. This territory is the only land ever acquired by the United States through discovery.

When we think of the achievements, of

born a thousand years ago. While we cannot look into the future, we have the pleasure of looking into the past. On the wide plains the buffaloes roam no more and what a few years ago was a wild frontier, is now a land of happy homes. Where the members of the Lewis and Clark expedition listened to the dismal howl of the wolf and coyote now can be heard the merry voices of children on their way to school, and the war whoop of the Indian has long ago been replaced by the shrill cry of the locomotive. Who can estimate the part the railroads played in this development? It is doubtful if

this land could have been subdued at all but for them. Who can estimate the part accomplished by the railroad men? Every railroad man, in my opinion, is an advance agent of progress. Wherever the locomotive goes the wilderness disappears, the forests are felled, the savage man departs, the wild beasts flee, and civilization comes and abides. To fittingly commemorate these marvelous changes inspired the people of the Pacific Northwest in the preparation of this exposition which every American should share.

Portland, the Exposition City, is a city of about 125,000 people. It is

meets the eyes. Tributary to the city is the fertile Willamette Valley where prunes and grapes grow as abundantly as they do in California. In the distance can be seen the Cascade Range of mountains with several snow-covered peaks, lifting their summits to the sky. These peaks were once volcanoes, but long ago became extinct. Mt. Hood, which is located about 60 miles southeast of Portland, receives the most attention because it is in the state of Oregon, but looking to the northeast over into Washington, Mt. Adams and Mt. St. Helens present a grand sight. Mt. Hood reaches a height

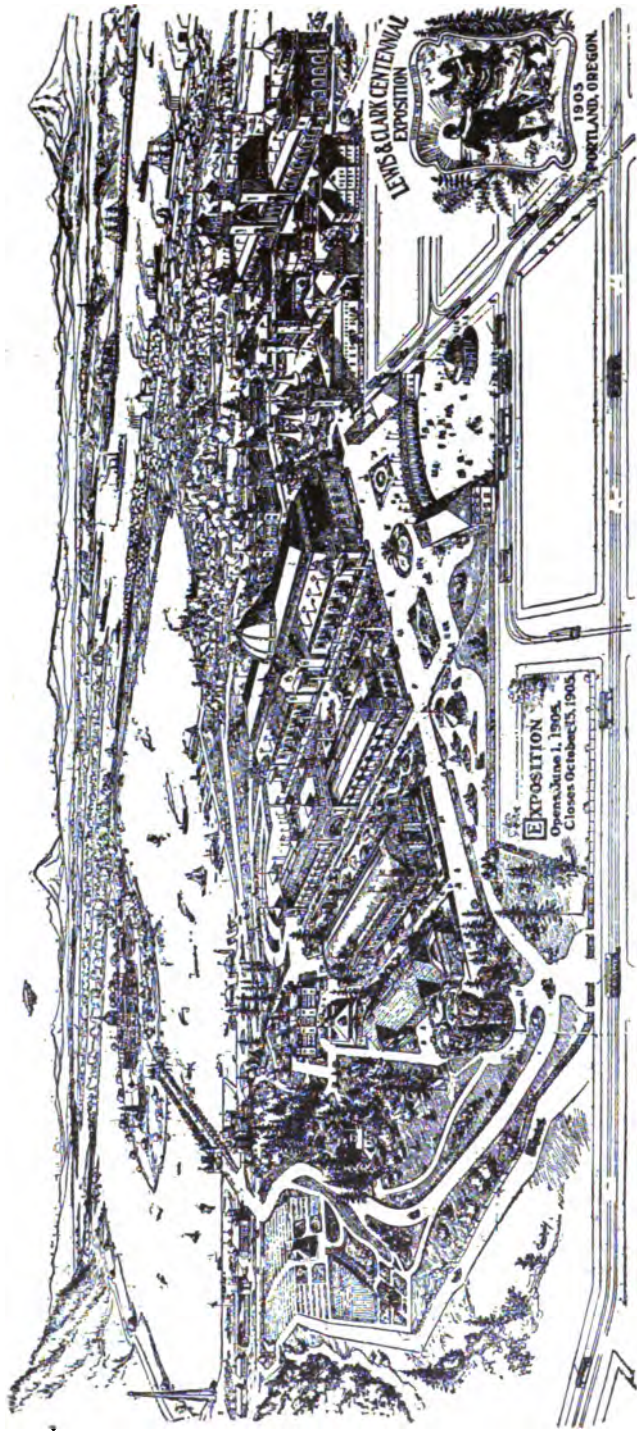


CENTRAL PARK, LEWIS AND CLARK EXPOSITION.

situated on the Willamette River, twelve miles above its confluence with the Columbia and 118 miles from the Pacific Ocean. It holds extensive commercial intercourse with the whole world. Ocean vessels of all nationalities can be seen on the water front at all times of the year and during the Fair several warships will be anchored in the harbor. It has 163 miles of street railways, fine paved streets, imposing buildings, schools, churches, hotels, and is up to date in every way and compares favorably with any Eastern city of its size. The city is beautifully located. One may look in any direction he chooses and a landscape

of 11,225 feet, narrowing to a point at the top and rises above the mountain range like a great white pyramid. Beholding it in the gray dawn of the early morning it stands out dark against the sky, but as the full light of day falls upon it it becomes white with dazzling snow. There are times again when the atmosphere becomes lazy, obscuring its base and the entire mountain range, but the air being clear higher up, this great white peak can be seen apparently afloat. Then in the evening when the sun is sinking down to rest, the snow becomes tinged with a scarlet hue, but immediately upon the sun sinking below the horizon it changes

Mt. St. Helena. Mt. Rainier. Mt. Adams. Mt. Hood.
 Columbia River. Cascade Mountains. Willamette River.



Electric Tower. Stadium. U. S. Government Building. Foreign Building. Agricultural Building. Concessions. Machinery and Electricity Building.
 Bridge of Nations. Forestry Building. Fire Department Building.
 Horticultural Building. Mining Building. Liberal Arts Building. Public Comfort Building.
 Experimental Farm. Water Tower. Administration Building and Colonnade Entrance. Public Shelter Building.

BIRD'S-EYE VIEW OF THE LEWIS AND CLARK CENTENNIAL EXPOSITION AND ORIENTAL FAIR.



from crimson tinted snow seemingly into a mountain of alabaster. The same is true of the other snow-clad peaks. Portland receives her water supply from a stream fed direct from the ever melting glaciers upon this peak. The climate is of an even temperature. In climate, of course, like people and everything else in this world, the ideal cannot be found, but it comes much nearer being ideal on the Pacific Coast than in any other part of the United States that I know of. As a rule the summers are cool and dry and the winters mild and damp. There are warm days, of course in summer, but it never becomes sultry or the heat oppressive. No matter how warm it becomes during the day the nights are always cool enough to necessitate sleeping under blankets. The visitors to the Fair will not be troubled with wilted collars, neither will they have to resort to shirt-waists for comfort. Windstorms here are unheard of; neither does the flash of

lightning or the roar of thunder but rarely disturb the normal serenity of this peaceful land. The winters are chilly and rainy, but snow and ice are seldom seen. The surrounding hills and distant mountains are densely covered with evergreen timber. There are also various kinds of evergreen ferns, bushes, vines, shrubs and moss that grow almost everywhere, keeping the earth covered with verdure the year round. This moss also clings to the limbs of trees that shed their leaves, giving them a leafy appearance. So, although the weather is often cold enough to be disagreeable, the world always looks fresh and new as though it had just been made. The birds do not migrate, and the bluebird and bluejay, while they are the same size they are in the Central and Eastern States, possess a much richer plumage.

The Exposition Grounds are located on the outskirts of the city, adjoining the principal resident district. They cover



COLONNADE ENTRANCE, LEWIS AND CLARK EXPOSITION.



FORESTRY BUILDING, LEWIS AND CLARK EXPOSITION.

an area of 402 acres, 220 acres of which is a natural body of water known as Guilds Lake. I doubt if the site could be more picturesque, being composed of hill and dale and grassy slopes, neighbored on one side by lofty hills covered with virgin forests, consisting chiefly of fir. Then looking toward the other side, a view can be had for sixty-five miles in which valleys, rivers and mountain ranges can be

seen; also the summits of snowy peaks over a hundred miles away. In one portion of the grounds is what is known as Centennial Park, a natural woodland, where are growing many varieties of trees and shrubs just as they were in the native forest.

The main entrance to the Fair Grounds is at the corner of Upshur and 26th streets. The gates are equipped with



AGRICULTURE BUILDING, LEWIS AND CLARK EXPOSITION.

self-registering turnstiles, which will admit a person when he drops a half-dollar (commonly called in this part of the country four bits) into the box, while a separate stile will admit children who drop a quarter, or two bits, into the box. This device was adopted from St. Louis. It not only reduces the cost of operation, but saves people the trouble of buying tickets. As paper money is seldom seen on the Pacific Coast, it will be easy to procure the necessary halves and quarters.

On entering the Fair Grounds at the main entrance, the first building to meet the eyes is a circular pavilion of artistic design known as the Public Shelter. Just

the highest point on the grounds is the Forestry Building, its deep brown bark in strong contrast with the white walls of the others. The buildings to the right and in the same row with the Forestry are the Agriculture, European Exhibits, Liberal Arts, Oriental Exhibits, Mines and Metallurgy, Fine Arts, Machinery, Electricity and Transportation. Going on beyond this row of buildings until the brow of the hill is reached where the "Grand Stairway" leads down to the lake, all of the main buildings can be seen, also the Government Building, which is located on a peninsula which extends out into the lake. This peninsula is connected to the mainland by a highly ornamental



ORIENTAL BUILDING, AND FORESTRY BUILDING.

beyond it to the left is the Administration Building, and the Fire Department Building to the right. The second stories of these two buildings are joined together by the Peristyle, which curves around gracefully from one building to the other. It consists of an ornamental balustrade, lined with flag poles and rests on a double row of Ionic columns. On the façade are inscribed the words, "Westward the course of empire takes its way," of which the Fair itself and the city of Portland are exemplifications. Passing on further can be seen the first row of the main exhibit buildings, their walls of a rich cream color. On the extreme left and occupying

bridge, known as the Bridge of Nations. On one end of this bridge is what is known as the "Trail," which bears the same relation to the Portland Fair that the Midway did at Chicago and the Pike at St. Louis. Crossing the bridge after night will be like passing through a fairyland, not only on account of the various attractions located on each side, but in addition the lake will be submerinely lit up by thousands of electric lights placed beneath the water.

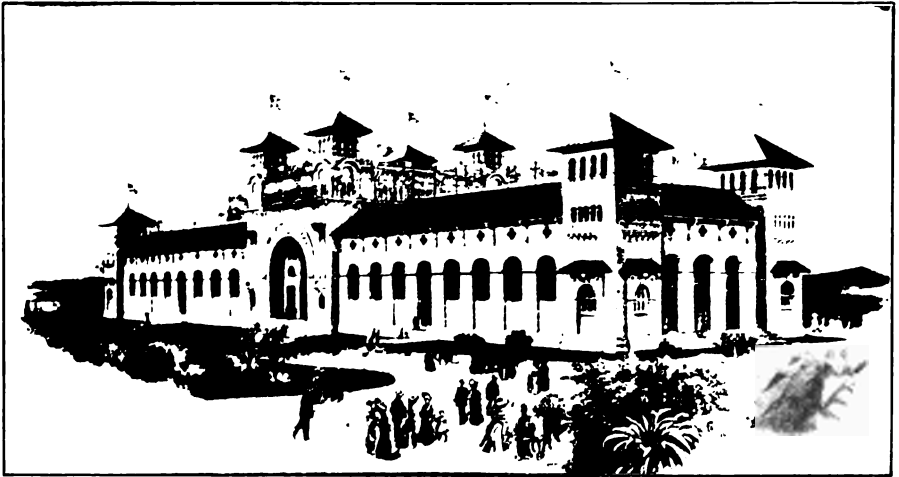
The building that will in all probability attract the most attention on the Fair Grounds is the Forestry Building. It is an immense log palace; a new departure

in exposition structure and of typical American design. The logs forming the base of the building are six feet in diameter, some of them being 52 feet long and weighing not less than 32 tons. The building is 206 feet long by 102 feet in width and its extreme height is 70 feet. In its construction two miles of five and six-foot fir logs, eight miles of poles and tons of shakes and cedar shingles were used. The galleries which overhang the main entrances on each side of the building are supported by colonnades of immense fir trees 30 feet high and 6 feet in diameter. The interior as well as the exterior of the building will be an exhibit of the forest products of Oregon and Washington. One of the special features inside will be a fir tree or log from Clatsop county, Oregon, which is 12 feet in diameter at the butt, 8 feet at the top and

will be the Fisheries Building, especially the salmon industry, together with specimens of live salmon in tanks and dead ones in glass jars, salmon eggs, and salmon fry and methods of salmon hatching. The exhibit will show how the salmon are canned and how they are preserved by cold storage.

The salmon is a peculiar fish, being adapted by nature to life in fresh and salt water. They spend their youth in the fresh waters of the upper Columbia and other rivers of the Pacific Northwest and their tributaries, which are cooled by glacier and spring-fed streams. When they are a year old, being then from four to six inches long, they migrate to the sea. Four years later they return to their native rivers, spawn and die.

When the salmon return to the rivers in the spring and latter part of the sum-



EUROPEAN EXHIBITS BUILDING.

100 feet long. There will also be the various woods in all their finished forms. Supporting the roof inside are 52 gigantic pillars consisting of fir and cedar trees 40 feet high. All of these immense logs and trees still possess their bark unbroken. To stand inside the building amid these great pillars reminds one of being in a great cathedral, besides giving one a feeling of awe and inspiration. Yet I do not think these trees possess the imposing sight they do as they stand in the forest aisles with their trunks bare for a hundred feet or more straight and perpendicular with their branches of equal length widening out as they rise and tapering again to a point at the top, as though trimmed and shaped by a hand divine. Many of them are synonyms for symmetry and grace.

Another attraction to Eastern visitors

mer, they come in great numbers or schools. It is this incident that makes the salmon industry profitable. They come back in such numbers that the fishermen catch them literally by the thousands.

Investigation has proved that of the eggs which the salmon lay, over 80 per cent are eaten by trout and other fish. Artificial propagation is therefore necessary in order that the supply of fish may be maintained. For this purpose there are a number of hatcheries in the states of Oregon and Washington operated by these two states and the United States Government.

There are a number of different varieties of salmon, among them being the chinook, blueback, silversides, dog steel-heads and sockeye. The chinook salmon is the most valuable of the species, also

the largest. Their average weight is twenty pounds, although it is not uncommon to find them weighing from thirty to forty pounds and a few attain the weight of eighty-five or ninety pounds. During the spawning season these fish can be seen often by the hundreds in the clear water of all the mountain streams and as far from the ocean as Idaho and British Columbia, streams so shallow that the backs of the fish can be seen above the surface of the water. Then again, they can be seen lying dead often by the hundreds along the banks of these streams, giving one a touch of pathos to behold. It is claimed, although I don't know how true it is, that on account of these fish being accustomed to the salt water for so

Russia, while she had no exhibit at St. Louis, will have an elaborate display at Portland, but in all probability she will be outdone by her rival, Japan. Of the foreign exhibits the Oriental will predominate. In fact, the Oriental countries alone have already absorbed all the space in the building originally set apart for all foreign exhibits; consequently, the building erected for liberal arts has been given to the European exhibitors and a new building is being erected for manufacturers and liberal arts.

Sundays, the Exposition will be given up to religious services and discussions on charitable, social and scientific topics. It will be the aim to have the religious institutes addressed by the leading men,



GRAND STAIRWAY TO EUROPEAN AND ORIENTAL EXHIBITS.

long, on returning to the fresh water it causes their flesh to decay in spots, which can be seen on the fish after they have been in the fresh water for some time and finally death ensues. Nature, while she is always working with equal force perpetuating and destroying life, seems to be cruel to the salmon, indeed, causing them to sacrifice their lives to perpetuate their species.

Another point of interest to Eastern visitors and a special feature of the Fair Grounds will be the Experimental Gardens and Model Farms, showing the methods and ways of irrigation by which much of the arid land of the West has been transformed from a dreary waste into a blossoming Eden.

not only of every Christian church, but of the Mohammedan, Buddhist, Confucian and other Oriental faiths. The gates on Sunday will not be opened until noon. All buildings except the Fine Arts, Auditorium and those of similar nature will be closed throughout the day and all machinery will be stopped.

It is the intention of the different railroad orders of the Pacific Northwest to have a railroad men's day at the Fair, and if possible to have the Grand Officers of the various orders there on that day. Div. 277, B. of L. E., at Portland, with the assistance of the other B. of L. E. Divisions throughout the Northwest, are endeavoring, and will no doubt succeed, in securing headquarters at Portland.

where they can entertain any B. of L. E. members who visit the Fair. Any Brothers visiting the Fair during the coming summer will no doubt have extended to them every hospitality and courtesy possible.

Besides visiting the Fair, visitors can take advantage of many enjoyable side trips out from Portland, such as a trip to the summit of Mt. Hood, or a trip by boat on the Columbia River, either going up through the gorge where many waterfalls can be seen, some of them having a fall of over eight hundred feet, until The Dalles is reached, or going down the river to the Pacific Ocean, where one can walk on

Crumpled shirt and dirty jacket
May beclothe the golden ore
Of the humblest thoughts and feelings—
Satin vests could do no more.

There are springs of crystal nectar
Ever welling out of stone;
There are purple buds and golden,
Hidden, crushed and overgrown.
God, who counts by souls, not dresses,
Loves and prospers you and me,
While he values thrones the highest
But as pebbles in the sea.

Man, upraised above his fellows,
Oft forgets his fellows then;
Masters, rulers, lords remember
That your meanest hinds are men—



EXPERIMENTAL GARDENS, FROM CENTRAL PARK.

pebbled beaches, hear the sound of the surf and listen to the "music of the waves." There are also various other trips that can be taken. While Portland and the Oregon country are interesting indeed, yet in no way do they surpass Tacoma or the Land of Puget Sound.

JOHN WHITEFORD.

A Grand Old Poem.

Who shall judge a man from manners?
Who shall know him by his dress?
Paupers may be fit for princes,
Princes fit for something less.

Men by labor, men by feeling,
Men by thought, and men by fame,
Claiming equal rights to sunshine,
In a man's ennobling name.

There are foam-embroidered oceans,
There are little reed-clad rills.
There are feeble, inch-high saplings,
There are cedars on the hills;
God, who counts by souls, not stations,
Loves and prospers you and me;
For, to him, all vain distinctions
Are as pebbles in the sea.

Toiling hands alone are builders
Of a nation's wealth or fame;
Titled laziness is pensioned,
Fed, and fattened on the same;

By the sweat of others' foreheads,
Living only to rejoice,
While the poor man's outraged freedom
Vainly lifted up his voice.

Truth and justice are eternal,
Born with loveliness and light,
Secret wrongs shall never prosper,
While there is a sunny right;
God, whose world-heard voice is singing
Boundless love to you and me,
Sinks oppression with its titles,
As the pebbles of the sea.

—B. of L. E. Journal September, 1867.

Margaret's Mission.

BY W. R. ROSE.

The day was warm and the landscape, touched up by the sun's bright rays, had a look of mellow beauty. But Margaret Blaine had no eye for nature just then. Her thoughts were busy elsewhere. The hour and a half ride on the suburban train gave her time for a deliberate review of the events that had led up to this journey.

When she met Edward Blaine she was a kindergarten teacher, and they had boarded at the same house. She knew that he had admired her the instant his gaze rested upon her face, and it was not long before his lips confirmed this knowledge. That was a happy time. But was it not all a happy time? All save for one cloud.

She was an orphan and quite dependent on herself. He was dependent on himself, too, and had been for several years. He had a father whom he briefly mentioned and of whom he did not care to talk. She fancied that father and son had quarreled and that Edward had broken away from all parental restraint. It was natural that she should think that Edward must have been right in the matter. Edward, in her eyes, was all that was frank and honest.

And so the course of true love ran smoothly, because they truly loved each other, and there was none to say them nay.

The wedding was a very simple ceremony. They went to the house of the pastor, whose acquaintance Margaret had formed in the mission work, and there in the presence of his wife they were united. They had a little dinner all by themselves afterwards, quite an extravagant dinner, Margaret had declared, and then they went away to a quiet resort on the seashore, and were gone just two days. Edward was a struggling electrical engineer, and a two days' vacation just at that time was all he dared to take.

"You'll find me a very selfish fellow before you know me much longer," he

had said to Margaret as they turned back toward the city. "I realize that it was selfish in me to marry you before I could give you a home. I had no right to ask you to share my hardships. It was beastly selfishness, but I just couldn't wait, my dear."

"What a tender conscience it has," laughed Margaret, as she furtively thrust her fingers into his strong hand. "But we'll manage to worry along on bread and cheese, and hope. Our ship will come in some time."

"You mean our electric motor," Edward had interposed. "But, really, my dearest, I'm quite serious when I say that perhaps it would have been better if I had waited until I could give you the luxuries, or even the comforts you deserve."

"What!" Margaret had cried. "Regrets already? There, there, smooth those wrinkles out of your forehead. Don't let me think I am the cause of them so soon. I knew just what to expect when I married you, dear. I am not the victim of your designing scheme. Don't look so cross, or people will think we have been married for years."

Edward's brow had cleared, and his smile had come back.

"All right, little woman," he had said, "let it be a seven-by-eight suite in an up-town flat, and bread and cheese, and kisses, and hope. What's the odds so long as we're 'appy.'"

They had both laughed and then a little silence had fallen on them.

"Edward," said Margaret, presently, "tell me something about your father."

A little cloud had crossed his face at this request.

"That's the one subject on which I would rather not talk," he had answered.

"But I am sure," Margaret had persisted, "that he would be glad to know that you are happy."

Edward had shaken his head.

"No," he had said, "he would not be glad."

"But does he not need you, Edward?"

"No, my love."

"Is he poor, Edward?"

"Yes, in all that makes life worth living."

There was another brief silence.

"I was thinking," Margaret had said, with her clear gray eyes fixed anxiously on Edward's face, "that if he is poor and friendless we ought to make a home for him."

Edward had looked at her with such a queer expression.

"You have a good heart, my dear," he had said with a little smile, "but what you suggest is quite impossible."

And there the subject had been dropped.

So Margaret and Edward had gone to housekeeping in the little suite in the up-town flat and were quite happy. Margaret brightened the rooms wonderfully with the simple materials that were at her disposal, and out of their limited income she fed Edward and herself in a plain, yet satisfying manner. She dressed herself neatly, too, and they had their simple amusements—frequent rides on the suburban cars, and occasionally the enjoyment of some particularly good play. And they were really very happy—although Margaret believed at times that the thought of his father still worried Edward.

One day Margaret had had a caller. There was a low rap at the door of their little suite, and when Margaret opened it an elderly man had pushed in. He was gray and wrinkled, with a keen eye and a grizzled mustache, and he walked with a heavy cane.

"Is this Edward Blaine's home?" he had abruptly asked.

"Yes," Margaret had replied.

"Is he at home?" And then, without waiting for a reply, he had added: "May I sit down? I am tired."

Margaret had placed a chair for him, and he had seated himself, with a little growl of relief.

"So you are Mrs. Edward Blaine?" he said. "How old are you?"

To this astonishing question Margaret had replied that she was twenty-three.

The old man had growled again and said: "You don't look twenty," and then had stared at her very sharply, indeed. Presently his eyes roamed about the apartment.

"Are you happy in this coop?" he had suddenly asked.

"Very happy," Margaret had replied.

At this the visitor growled once more and said he wouldn't wait. And after he had gone Margaret had found a \$50 bill lying on the floor under his chair, and she had run out into the hall and looked for him, but he had gone. So she put the bill carefully away, expecting he would return for it. But she said nothing to Edward about the call, because he would worry and perhaps blame her for admitting the eccentric stranger.

It was a few days after this that Edward had received a letter that seemed to depress him very much. And Margaret had found the letter where it had fallen from Edward's pocket, and, there being no secrets between them, she had read it.

The letter was from Edward's father, and it had made Margaret's heart heavy. He spoke of himself as a sick old man, alone and without friends. He asked Edward to humble his pride and let the past be forgotten. It was only a short

letter, but it touched Margaret's sympathy deeply.

She did not speak of it to Edward. She felt that his cause for resentment against his father must be deep indeed to resist that plea. And then she made a sudden resolve. There was a return address on the outside of the envelope. The place mentioned was but an hour's ride from the city. If Edward's father was alone and in want she would go to him, and perhaps be able to supply his more urgent needs. She had a little money saved up, and she took it with her. She could go on the early morning train and be back in the afternoon long before Edward returned from the factory. It was the first secret she ever kept from him and it troubled her a little.

But in case he should return before she did she left a little note for him. It bore these words: "Edward, dear, I have gone to see your father. Will be back this afternoon. Margaret."

If she got back first, which she was quite sure to do, she would destroy this note and Edward would be none the wiser.

So now she was swiftly nearing the town where Edward's father lived, and some of her fine courage was rapidly leaving her. Was she doing wisely? Perhaps, after all, Edward's father was quite undeserving.

Then she plucked up her courage again. No matter what he was, if he needed help she would do her best to give it him. If he was quite beyond her limited means of relief, she buoyed her mind with the thought that she would have done her best, and could return to Edward with a clear conscience.

When she alighted from the train she determined to ask the station master to aid her.

"I want to go to the home of a Mr. Blaine," she said. "Can you direct me?"

"Mr. Jasper Blaine?" said the station master, briskly. "Here, George."

A tall man in a coachman's livery stepped forward.

"Passenger for you, George," said the station master.

"This way, miss," remarked the uniformed man, and before Margaret could protest she was hastily helped into a waiting carriage and the coachman had closed the door.

She concluded this must be a public conveyance and that the station master was the coachman's confederate in picking up customers. But where was he taking her?

It was a brisk half-hour's drive and then the carriage entered a massive gateway and rolled up a winding drive. A moment later it stopped and the coachman opened the door.

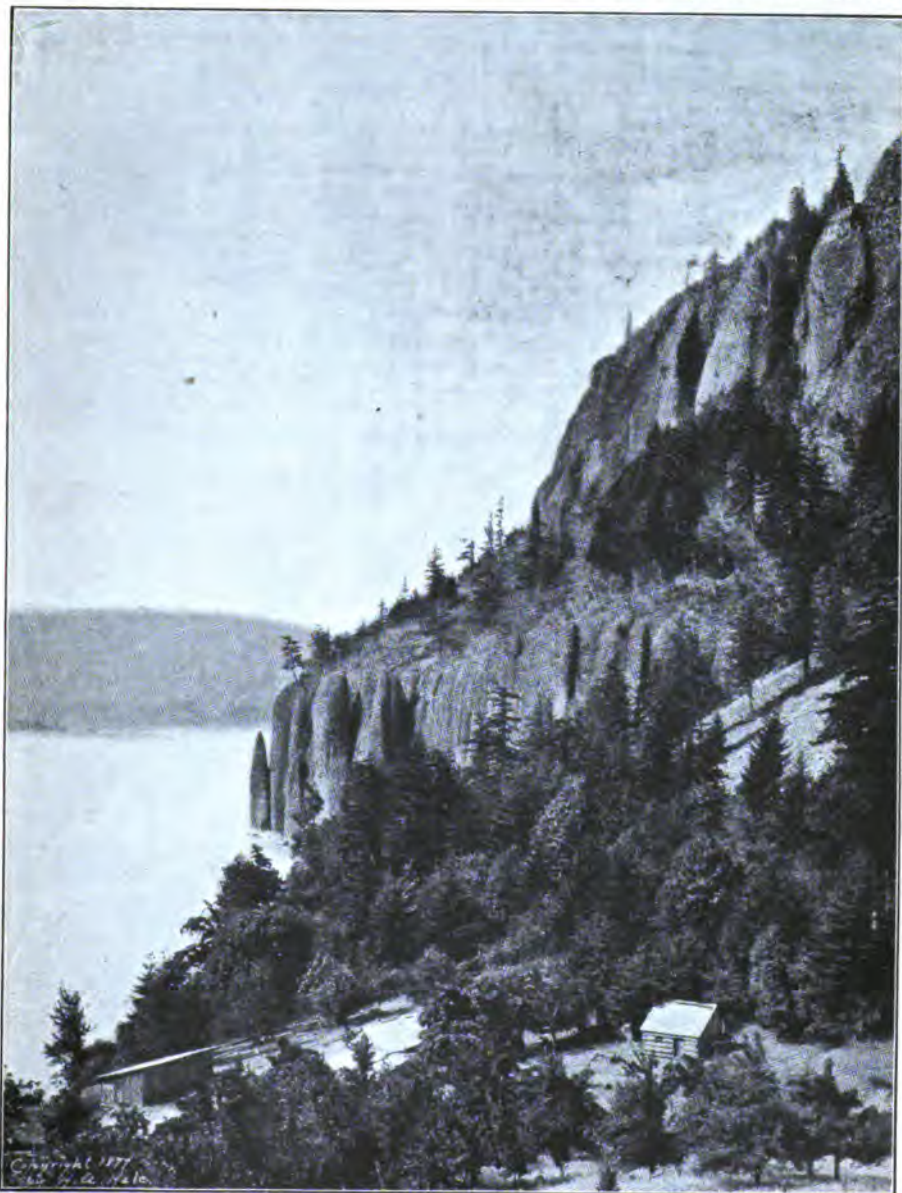
Margaret saw that the carriage was standing beneath the porte-cochère of an imposing residence.

"Wait," she said, "there must be some mistake."

"This is Mr. Jasper Blaine's, Miss," said the coachman. "Step right in, please. The master's room is the second door to the right." And mounting to the box he drove rapidly away.

Margaret reflected that she could at least ask her way if she stepped within. She entered the hall. The second door at the right stood open. Margaret paused on the threshold.

The room was a library, with heavy furniture and many books. In an easy-chair an old man was sitting with one foot propped on a cushioned stool. The old man was reading a book, but as Mar-



CAPE HORN, ON THE COLUMBIA RIVER, OREGON.

garet halted irresolutely he looked up.

"Come in," he said.

Margaret slowly advanced, and lo! it was the old man who had called upon her in the flat! As she neared him he suddenly flung down the book.

"An envoy!" he cried. "Good. Come near and sit down, my dear."

But Margaret had halted.

"Pardon me, sir," she said, "but I have been misdirected. I am seeking a man by the name of Blaine, and through some misunderstanding I have been brought here. Perhaps you will kindly set me on the right road."

The old man pointed to the chair that was nearest him, and Margaret reluctantly seated herself.

"Didn't the man who sent you give you directions where to go?" he asked with his keen eyes on her troubled face.

"No one sent me, sir," she answered.

"That's very strange," he murmured.

"I only know," Margaret went on, "that the man I seek lives in this village. I came upon his address quite by accident. It may not be complete, but I fancied that in so small a place I would have little trouble in finding him."

"And may I ask why you are seeking this man?" he inquired. His voice was gentle and his look kind.

"I understood that he was in need," Margaret answered, "and I meant to help him if I could. Can you aid me to find him?" She arose as she spoke.

"Sit down," said the old man and Margaret obeyed. "What led you to believe that this man Blaine was in need?"

"From something my husband said," replied Margaret. She rebelled at being catechised in this fashion. But he was an old man.

"And what did he say?"

"He said that the man I seek was poor in everything that makes life worth living."

There was a little silence.

"Anything else, my dear?"

"I saw a letter that this man wrote to my husband," replied honest Margaret. "It fell from my husband's pocket and he does not know that I read it. In this letter the man spoke of himself as friendless and alone."

"Yes," said the old man softly and nodded his head. "And your husband knows nothing of this visit?"

"Nothing," replied Margaret. She added with a faint smile, "I ran away—but I left word where I was going."

There was another brief silence.

"And your husband has never told you the truth?"

"Sir!" cried Margaret.

"He has never boasted of what might

have been? He has never alluded to any sacrifice he may have made? Never talked of riches that were his for the asking?"

Margaret was a little alarmed at this speech.

"No, sir," she answered. "Never. Why should he?"

"Was there ever such a boy!" growled the old man. Then a faint smile crossed his rugged face. "Listen, my dear. There was once a hot-headed old father who quarreled with a self-willed son. They differed about the son's vocation, and they differed about the girl the son should marry. And the boy went his way with bitter words. He was proud and he struggled on alone. And the old man nursed the wrath in his foolish old heart. And one day the father received a brief notification from his son that he meant to marry. In his anger he wrote back that if he married without his father's consent he would be disinherited. But bad promises are easily broken. The old man began to hunger for his only child's presence. His proud old spirit broke. He found where his son lived, and one day he called, as if by accident, on his son's wife. Then he went back and humbled himself in a letter. He hoped it would bring his boy home. He sent his carriage every morning and every afternoon to meet him." He paused. "Do you begin to understand, my dear?"

She did begin to understand. Her face paled. She stood up.

"I—I want to go back to Edward," she said. "I have made a great mistake."

"No, no," said the old man quickly. "I took you for an envoy. You must remain as a hostage. He'll come fast enough when he misses you. Take off your pretty hat, my dear, and give me your hand."

She couldn't resist his pleading tone.

"And now, my child," he said, "go to the desk there and bring me the folded paper you will find in the right-hand drawer."

Margaret did as he bade her, and he tore to fragments the document she handed him.

"There," he said with a sigh of relief as he tossed the bits of paper into a waste basket, "that's off my mind. And now, my dear, let us improve our acquaintance while we wait. I want to show you about your new home. I want you to see the rooms I have chosen for you. And we can talk about Edward as we look."

It was in the library that Edward found them. He paused in the doorway as Margaret had done. The old man was in his easy-chair, looking down at the young wife with a tender smile. She was on a

low stool at his side, reading aloud to him in her clear, sweet voice.

For a moment they did not hear Edward. Then the old man looked up.

"Come in, my son," he calmly said. "She is here and quite safe." And Margaret looked up with a glad little cry.

But Edward hesitated.

"My son," said the old man, softly, "will you accept a compromise?" He stretched out his hand. "We were both wrong."

Edward strode forward.

"Father!" he cried.

"My boy!"

And the hands of the two men met in a firm clasp.—*Cleveland Plain Dealer.*



ONEONTA GORGE, CASCADE MOUNTAINS, OREGON.

Blue and Gray.

"Oh, mother! what do they mean by blue,
And what do they mean by gray?"
Was heard from the lips of a little child
As she bounded in from play:
The mother's eyes filled up with tears;
She turned to her darling fair,
And smoothed away from the sunny brow
Its treasures of golden hair.

"Why, mother's eyes are blue, my sweet,
And grandpa's hair is gray,
And the love we bear our darling child
Grows stronger every day."
"But what did they mean," persisted the child;
"For I saw two cripples today;
And one of them said he fought for the blue,
The other he fought for the gray."

"Now he of the blue had lost a leg,
The other had but one arm,
And both seemed worn and weary and sad,
Yet their greeting was kind and warm.
They told me of battles in days gone by,
Till it made my young heart thrill;
The leg was lost in the Wilderness fight,
The arm on Malvern Hill."

"They sat on the stone by the farmyard gate,
And talked for an hour or more;
Till their eyes grew bright and their hearts seemed
warm,
With fighting their battles o'er;
And, parting at last with a friendly grasp,
In a kindly, brotherly way,
Each called on God to speed the time
Uniting the blue and the gray."

Then the mother thought of other days—
Two stalwart boys from her river;
How they knelt at her side and, lisping, prayed
"Our Father who art in Heaven:"
How one wore the gray and the other the blue,
How they passed away from sight,
And had gone to the land where blue and gray
Are merged in colors of light.

And she answered her darling with golden hair,
While her heart was sadly wrung,
With the thought awakened in that sad hour
By her innocent, prattling tongue:
"The blue and the gray are the colors of God,
They are seen in the sky at even,
And many a noble, gallant soul
Has found them passports to Heaven."

—Charles W. Morr

A Love Story from Real Life.

They are on the way home after the theater. The drama has satisfactorily settled the fate of the romantic hero and heroine. It was a peculiar sentimental play with all the frills.

Harry—Are you sure your wrap is warm enough? The wind is sharp on the front seat of the trolley car.

Mayme (resetting her back comb and giving him an upward glance out of the corner of her eye)—I'm all right. I think it's lovely out here. Do you know, your

profile looks exactly like the leading man's. Wasn't he fine?"

Harry—Well, maybe he was, but it seems to me he made himself a lot of trouble trying to tell Anita he wanted to marry her. Why, he might just as well have come out flatly with it in the first act instead of throwing on so much "dog." I'll bet she was disgusted with him.

Mayme (with wide-eyed seriousness)—Oh, no! A girl likes to feel that a man is willing to spend time and pains convincing her that he—he loves her. She doesn't like to have him ask her to marry him in the same tone of voice he'd use to ask a clerk for a postage stamp, I can tell you.

Harry—That's the way with women. They don't care whether there is anything back of it all, just so a fellow curls his mustache and makes eyes and twaddles poetry. I—

Mayme—I never said anything about a mustache, and you know it. If you think your underhand jabs at Charley Davis are going to do you any good, you're mistaken. And it might do you some good, too, if you'd cultivate your mind with standard authors instead of reading the sporting page of the daily papers and letting it go at that. I'm sure I thought the hero's proposal tonight was just beautiful.

Harry—No doubt. It must have seemed real natural to you—after having Charley Davis mooning around as he has been the last few months. Of course, a common, ordinary man who can't talk like a 25-cent novel has no attraction for you.

Mayme (with a detached kind of interest)—Oh, I don't know about that—only I confess I do have a weakness for an even temper. I never could stand a cranky disposition.

Harry—Thank you. I suppose you don't take into consideration the fact that you're doing your level best to—to make me mad. I actually get indignant, Mayme, to think that a girl as—as nice as you goes in for that sort of thing.

Mayme (sitting very straight)—What do you mean?

Harry—You know—the Charley Davis game—like the play tonight. I suppose if I scrambled around on my knees and waved my hands at the moon—where is the moon, by the way? There she is, just above the brewery there—you'd listen. If you'll sit sideways and twist your neck around, you can get a full view of fair Luna, and maybe you'll feel better. I'll do my best. Here goes: O most adorable of women, idol of my heart! This tiny hand—

Mayme (snatching her hand away)—For goodness sake, Harry Curtis, have you gone crazy? I—

Harry (warming to his task)—That isn't your cue. You shouldn't interrupt. Cast down your eyes and look coy, can't you? Under thy lattice, love, I trembling wait. Every heart-throb—

Mayme—Oh, please, please! I know the motorman will hear you, and he'll think you really mean it.

Harry (with pained expression)—Let him. Let the whole world listen. Am I ashamed of this devouring passion, this love rooted in the very depths of my being? Life has taken on new tints of pearls and opal and rose since first I met you, and was drowned in the blue lakes of your eyes. I—

Mayme (dabbing her eyes with a wisp of a handkerchief)—Oh, yes, yes, anything!

Harry (leaning back with a suspicious return to sanity)—All right. I was just trying to please you, Mayme. A fellow will do most anything for a girl when—when—

Mayme (subdued and a trifle shy)—When what?

Harry (suddenly low-voiced in order to foil the interested motorman)—When he loves her. I'll tell you the rest when we get home.

Mayme—Oh! Harry?—*Philadelphia Inquirer.*



G. C. OF A., MICHIGAN CENTRAL, RAILROAD.

E. G. TONEV, Sec.-Treas. Div. 300. W. ROWE, Div. 1. WM. PAYNER, Div. 2.
J. A. DEEN, Chr., Div. 338. CHAS. DYER, Div. 132.

Mayme (bewildered)—Oh, stop, stop it! Wherever did you get hold of such stuff! Do be sensible.

Harry (leaning forward and gazing blankly into the cable slot)—She spurns me. These outpourings of my fevered heart she casts away. Ah, little one—

Mayme (almost in tears, undecided whether he is "guying" her or has really lost his mind)—Do be quiet till—till I get home, Harry, won't you? I never saw you like this.

Harry (with sudden calmness)—Will you promise to listen to what I've got to say in cold, plain English then, if I quit now?

Love in Springtime.

When spring sweeps blithely down the world,
In covert whistling, in leaf-bud curled,
The sky hath laughter, the brown pool thrills,
And cloud-shadows purple the wakening hills.
O sing, ye winds, in the vibrant pine;
O sing, ye birds, and your song be mine!

For love wells up in my sleeping heart,
And tenderness blooms, and sweet tears start,
With the joy of my love. The spring beats strong
In my blood, till it throbs with a rhythmic song.
O sing, my heart, as the wind-harp sings,
Thou race-harp, tuned by a thousand Springs!

—Edna Kinsley Wallace.

A Mortal Love Story of Ancient Days.

When Queen Semiramis reigned in Babylonia there dwelt in the capital city a girl named Thisbe. In all the realm there was none so fair as she; and yet few knew of her great beauty. For her parents kept her carefully at home and seldom was she allowed to go beyond the wall that encircled the garden of her father. But in this garden she spent her time, and here she worked and played and dreamed all through the long spring and summer of her fifteenth year.

The wall about the garden was high and thick—too high for her to see over and too thick for sounds to penetrate from the world outside. But on one side she knew there was another garden, and often she wondered if another lonely maiden wandered there, plucking and pruning her roses, watching the clouds in the blue Babylonian sky, dreaming her dreams. So it was on that side of the garden that she lingered most, where she felt an unseen, unheard but sympathetic companionship. Often Thisbe searched for a place where some chink in the rough masonry would allow her to peep through into the mysterious garden on the other side; but the wall was strongly built and there seemed to be no flaws or holes in it.

But one day as she sat in a shaded corner where a gnarled old olive sent its crooked roots into the very stones, she imagined she heard a sound from the other side. It was more like a sigh than a word, but in the summer-noon stillness of the place it was strangely as if her own name had been whispered in her ear. She turned her head and listened, and the voice was clearer. "Are you Thisbe?" it said. And though the tones thrilled her and half frightened her, she answered "I am Thisbe!"

All through that long summer afternoon she stayed under the olive tree listening to the voice and answering eager questions. The voice belonged to Pyramus, who was the son of her neighbor. He too was forced to spend his days in the garden, and he too had often sought to know his fellow captive on the other side. And so as the days passed by they came to know each other well, this boy and girl, though neither had yet seen the other's face. But at the place where they had met they picked and tore at the wall until at last one day they had opened a little hole and could look into each other's eyes.

Of course they loved each other; what power could have averted such a natural state of things? And as the autumn came, stronger and stronger came the wish to meet face to face without the cruel bar of the intervening wall. They

did not dare to tell their parents of their love, for Thisbe knew that she was being kept for another whom she had never seen. And so they did what boys and girls have always done and will always do, in spite of walls of stone or walls of stern parental rule—they arranged a secret meeting.

Beyond the city gates there was a well-known place called the Tomb of Ninus. Few ever visited it by night, for it was at the edge of a lonely wood, but all knew where it was, since it was a famous mausoleum. Near the tomb was a cool spring and over the spring leaned a white mulberry tree. Under this tree the lovers were to meet as soon as night had fallen. And they pressed their lips to the wall in farewell, promising that the next kiss should be a sweet reality.

It was scarcely dark when Thisbe stole from the house that night. She was wrapped in a heavy veil that none might know her, and fear and love combined to quicken her feet as she hurried through the city gates, across the open fields and toward the trysting place. The moon looked from behind the clouds as Thisbe reached the tomb and shone on the rustling leaves of the white mulberry tree. When she came to the spring Pyramus was not yet there, so she drew her veil closer about her and shrank back into the shadow. And scarcely had she seated herself when a lioness came to the spring to drink!

When the frightened girl caught sight of the great beast she arose in terror and fled into the forest. Her heavy veil impeded her steps and she cast it aside. Then she ran on until at last she found a hollow rock, into which she climbed and lay trembling. But she might have saved her haste, for the lioness did not pursue. The animal had just slain some ox or sheep and her jaws were dripping from the slaughter. When she had slaked her thirst she walked slowly into the forest. Thisbe's veil lay across the path. The lioness paused in idle curiosity, sniffed it and pulled it about as a playful kitten might, tossed it aside and went her way.

In the meantime Pyramus had reached the fountain. He called Thisbe's name, but she was too far away to hear his cautious tones. Then his eyes caught the great footsteps in the trodden sand and the color left his cheeks. He turned and traced the lion's tracks until he finally came upon Thisbe's veil. He stooped and picked it up—it was torn and on it were great stains of blood!

Then it seemed to Pyramus that all was over. He told himself that he had led Thisbe to her doom—he had told her to come to this place, where she had been slain by wild beasts. His grief was more than he could bear, and in a wild burst of

anguish he drew his sword from its sheath and plunged it into his breast. "Let my guilty blood mingle with the pure torrent of thy life, O Thisbe!" he cried as he held her veil against his wound and sunk to the ground. And as he lay there gasping out his life Thisbe stole forth from her hiding place and found her lover.

On her knees by his well-nigh lifeless form she called his name, and before he died he opened his eyes and saw her face to face. It was the first time they had ever met so! He smiled into her eyes and closed his own forever, and she reached out her hand and clasped his sword. And so they found them when the morning dawned—dead in each other's arms who had never embraced in life. And so they kept their tryst!

But the berries on the mulberry tree were no longer white. They were stained with the blood of Pyramus and Thisbe; since that night they have always kept that crimson hue.

Why is it that the world's greatest love stories are those that end in death? The names of Pyramus and Thisbe must ever call to mind those other ill-starred lovers whom all the world loves best—Romeo and Juliet, Othello and Desdemona, Abelard and Heloise, Tristan and Isolde—their name is legion! Modern novels and plays must "end right" to be successful, but in real life these things do not always end right. "And they lived happily ever after" is a pleasant ending, but not always true. "And they died for their love" is what makes these old stories immortal.—*Edwin Meade Robinson.*

A Serious Joke.

During the Civil War several northern soldiers were talking together one day just before the advance on Corinth. A tall, raw recruit stepped up to them with a bundle of soiled clothes in his hand.

"Do you know where I could get this washing done?" he asked.

Two of the group were practical jokers. A bright thought flashed into their heads. "Oh, yes; we know!" they said. "Just go up there with your bundle," pointing to the headquarters of General Grant, "you will see a short, stout man"—describing the general—"who does washing. Take your bundle to him."

The recruit walked off in the direction indicated. He gained entrance to headquarters and stood in the general's presence.

"What can I do for you?" asked General Grant.

"I was directed here by a couple of soldiers. They told me that you did washing, and I have a bundle here."

General Grant probably enjoyed the

situation, but his imperturbable face did not relax. He simply asked the question, "Could you identify those men again?"

"Yes, sir."

"Very well; you shall have the chance."

Turning to an orderly, he directed him to call a guard, go with the recruit to where the jokers were standing ready to enjoy his discomfiture and let him identify them.

"Take the men to the guard house, give them this man's bundle of clothing and make them wash it thoroughly. See that the work is well done."

The general was obeyed to the letter.

Revenge.

I.

I'd like to be the man who puts my things in type each day,
I'd like to have him do my work—or try to, anyway;
I'd mix his rhymes and jokes all up—I'd twist his metered line—
I'd spoil a lot of it, I know, as he spoils some of mine.

II.

I'd like to be the fellow, too, who reads proof on my stuff;
I'd like to have him writing things—I'd change them quick enough!
I'd stick in words and fix them as I think they ought to be!
I'd make him look like thirty cents, just as he does me.

III.

I'd like to be the editor, who lets my work go through;
I'd like to criticize his work—I'd mutilate it, too!
I'd fix it up to suit me, in the way I think is right;
I'd make his things look foolish as he does the things I write.

—*Cleveland Leader.*

A Bachelor's Trip.

A bachelor is not usually credited with a knowledge about the proper treatment of children, but sometimes they step in where angels fear to tread. A confirmed specimen, who is pretty well on in years and not very fond of children, went to see a married sister the other day, and found her trying to amuse her little boy, aged five years.

Not long after he arrived she stepped out of the room to attend to some household duty or other, leaving him alone with the child. The latter eyed him dubiously for some minutes. He was a spoiled child if ever there was one, and had no idea of making promiscuous acquaintances. The bachelor tried to make the little one laugh, but all he got for his antics was a sour look.

Finally, without any warning, the child burst out crying. Here was a quandary, to be sure. He didn't dare to pick the boy up and soothe him. His attempts in a verbal line were dismal failures. What should he do? Finally a thought struck him. He looked at the crying youngster, and the crying youngster looked at him through his tears. He was evidently much pleased with the impression he was making.

"Cry louder," said he.

The child obeyed.

"Louder yet," urged the bachelor.

And a yell went up that would have done credit to an Indian.

"Cry louder still," insisted the man, and the boy did his best to obey.

"Louder!" fairly howled his uncle.

"I won't," snapped the infant, and he shut his mouth with a click, and was quiet for the rest of the day.—*London Tit-Bits.*

Physical Mysteries.

Are you aware that you are a sort of perambulating metal mine? Man, and, indeed, nearly all kinds of living animals—has in his system a considerable quantity of iron. It is found in the most important organs, and there should also be a good deal in the blood, says *London Answers*. Babies possess a fairly large stock of iron, nearly three times as much, comparatively speaking, as adults. Then in your bones there is a very large quantity of that metallic base of lime called calcium, while phosphorus is also present in the bones in so large an amount that they are the main source of the world's supply of that valuable article. Stranger still, there is in the human body quite an appreciable amount of arsenic. What there is of this poison is concentrated in the thyroid gland, and a small quantity is also to be found in the skin, hair, nails and also in the bones and brain.

There are lots of odd things about our human frames which even doctors and other men of science have only lately discovered, and of which the average person is quite unaware. Few people know, for instance, that when we go to sleep the whole body does not sink into insensibility at the same moment.

According to the research of the French physiologist, Cabanis, it is the muscles of the legs and arms which lose their power first. Next those which support the head, and, thirdly, the muscles which sustain the back. So, too, with the senses. The sense of sight sleeps first, then the sense of taste and next the sense of smell. Hearing goes fourth, and last of all the sense of touch. Probably you imagine

that your pulse beats with the same rapidity. This is quite a mistake. Your pulse varies with the temperature. There is a regular, annual rhythm which may be represented by something like a regular curve. Most curious of all, the annual rhythms of the pulse in men and women are quite different. A man's pulse beats more strongly in winter and fades to a minimum in summer. Woman's pulse, on the contrary, displays a winter minimum and a summer maximum. Behind the bridge of your nose is a little cavity in the skull, the origin of which appears to be unknown. It probably was a gland consisting of two tiny lobes joined together, and is named the *sella turcica*.

Physiologists believe that this is the remains of a sixth sense which was of practical value to our antediluvian ancestors. But whether it enabled them to see in the dark in the days before they possessed fire, or helped them to find their way through trackless forest as wild beasts can today, or what other purpose it may have served, we do not and probably never shall know. There is an unsolved mystery in the ear of every human being. The functions of certain portions of the inner ear are not understood, but merely guessed at.

Within the ear are three small globe-shaped protuberances. These have their inner sides covered with small cells, each of which contains a tiny hair surrounded by a fluid. When you move sharply the hair follows the motion, while the lymph naturally follows less rapidly. Thus, the hairs are bent in a direction opposite that of the movement, and by means of delicate nerves the irritation thus produced is telegraphed direct to the brain. It is supposed that by means of these hairs swimming in lymph the sensation we call dizziness is caused when we rotate rapidly, as in dancing. It is also believed that seasickness has something to do with the same phenomenon. It has been noticed that some persons, when suffering from ear diseases that have destroyed parts of the inner ear, have found it difficult or impossible to maintain their balance when standing upright with eyes closed. It is, therefore, possible that these peculiar ear organs contain some inexplicable sense not generally classified as such—the static sense, or the sense of balance.—*Ex.*

A Gentleman.

The word "gentleman" has had various meanings. Originally a gentleman was a member of the *gens* or Roman family, and being such was, in many instances, a man of superior refinement and culture. His manners were gentle compared with those of the rude barbarian. Back

to ancient Rome we must go to understand the expression "it takes three generations to make a gentleman." The man-mitted slave could not become a gentleman or man of family; neither could his son or grandson, but his great-grandson might. A few hundred years ago the term was applied in England to a man of wealth and leisure if not of education, and this meaning still survives in the minds of many in the British Isles. Americans understood the term in its best sense, but recognizing how often it was misapplied allowed the word to fall into disrepute. This was evidenced years ago in New York by the substitution of "men" and "women" for "gentlemen" and "ladies" over the entrances to ferryboat compartments. Despite the misuse of the word, however, people have a pretty correct estimate of what a gentleman should be.

Some there are who claim to be gentlemen because of the family prestige, wealth or educational advantages they enjoy. None of these accidents, nor all three, suffices to make a man a gentleman if he is lacking in character. The aristocrat may be a snob, the millionaire a boor and the scholar a pedant or worse.

What then makes the gentleman? A certain nobleness of soul, training and heredity. Early our notion of a gentleman was largely obtained from the following lines which still stick in the memory:

'Tis not the gently, graceful gait,
Well-made clothes well put on;
A talking of the rich and great
That makes the gentleman;
But 'tis the heart in danger true,
The honor free from stain,
The soul that scorns the vain,
Taking the world but at its due,
That makes the gentleman.

—*Notre Dame Scholastic.*

Foreign News Gleanings.

BRITISH UNIONS IN 1904.

The membership of trade unions tends to expand in years of improving trade and to decline in periods of diminishing employment. In a year like 1904, it is not, therefore, surprising to find that the membership of all trade unions fell from 1,925,000 to 1,902,000, or rather more than 1 per cent. In spite of this fall in membership the total funds in hand for the one hundred principal trade unions at the end of 1904 was the highest on record, namely, \$22,750,000, or over \$20 per member. This state of trade union funds is largely accounted for by the fact that in 1904 there were no serious disputes, the total amount expended in dispute pay being \$860,000 only. Against this is to be

set an increase of \$400,000 in unemployed benefit. This is a form of insurance against unemployment much practised by the older trade unions in this country, and in 1904 over two and a half million dollars were paid under this head by the one hundred principal unions to their members. The expenditure on other friendly benefits was even greater than on unemployed benefit, the amount being \$4,000,000. Thus, while the expenditure on strike pay was less than 10 per cent of the total expenditure, unemployed and other friendly benefits accounted for over 68 per cent.

At the end of 1904 there were in existence 1,166 trade unions, with a total membership of 1,902,308, as compared with 1,190 unions with 1,924,809 members at the end of 1903, a decrease in membership of 22,501. In the building trades (excluding laborers) the decrease amounts to 1.4 per cent, a falling off arising mainly from the unions which do not pay unemployed benefits; in the mining and quarrying group it amounts to 0.5 per cent; in the metal, engineering and ship-building trades to 0.1 per cent; in the textile trades to 1.1 per cent, and in the transport trades to 0.5 per cent. Over three-fourths of the total membership of all the unions is found in the above five groups of trades. The next largest group, however, comprising builders and general laborers, a section generally much affected by bad trade, shows a decrease of 9.8 per cent.—*British Labor Gazette.*

RAILWAY ELECTRIFICATION IN ENGLAND.

That there are grave dangers of the changes from steam traction to electricity resulting to the great disadvantage of railway employees is forcibly shown by the circular which has just been issued by the Metropolitan District Railway. Needless to say, the usual tactics have been observed. The circular was sent to the men individually, with a request that it be signed and returned at once. Fortunately, the men are fairly well organized, and instead of doing this meetings were called and the new conditions discussed, and counter proposals put forward. This is a distinct and great advantage, and whatever the final result it is sure to be better than can possibly be achieved by the men agreeing to the terms put forward individually. Certain it is that these terms emphasize in a marked way what the change means. It is the usual result. Improvements in machinery or method are nearly always made at the expense of the men. It may be that in some measure such a result cannot be avoided, but no impartial observer can deny that the new terms proposed by the District Railway are unreasonably harsh, and the re-

ductions much too sweeping, both as regards wages and reduction of staff. Instead of the present staff of drivers, firemen and guards, three classes of men are to be employed—"motor men," corresponding to the present engine drivers; "conductors," whose position will resemble that of the guard, and "gate men," who will attend to the gates of the cars, and may be likened to the underguard of the existing system. The "motor man" is to receive 7d. an hour at first, rising by ¼d. annually till in the seventh year the wage will become 8½d. An engine driver, with six years' satisfactory service who qualifies as motor man, will begin with the maximum figure. On a basis of 60 hours a week these wages are £1 15s., rising to a maximum of £2 2s. 6d. But the present wages of engine drivers are £2 2s. for beginners, rising to £2 16s. for an experienced man working full time. In the case of "conductors," of whom two will be employed on each train, there is a requirement that all must be able to pass as "motor men." Thus, although the wage is lower, the company will require the same qualifications as in the higher grade service. The wages for the conductor will be 5d. per hour, rising by ¼d. increments to 6d. in the fifth year of service—or 25s. a week, rising to 30s. The present guards get from 32s. to 34s. a week. The "gate man" in the new service is to have 4d., rising to 4½d.—or £1 to £1 2s. 6d., against the 23s. to 29s. earned by the present underguards. Assuming that the men of long service, the great majority, are placed on the maximum scale, the weekly reduction of wages will be as follows:

	Weekly Loss of Wages.
Motor men	13s. 6d.
Conductors	4s. 0d.
Gate men.....	6s. 6d.

And this although the conductor must qualify as a motor man or engine driver before he can be appointed at all!

The large majority of the men have been employed from 25 to 35 years, and great indignation has been expressed at the proposed reductions. The men have held several meetings and decided not to accept these conditions without a protest. They have appointed a deputation to meet the directors, as reported elsewhere, and decided to put forward the following counter proposals:

1. That owing to the great responsibility involved in the general working of the motors, two men be employed in the motor compartment.

2. That the rates of pay for motor men be as follows:

1st year.....	8d. per hour, 6s. od. per day
2nd year.....	9d. " 6s. 9d. "
3rd year.....	10d. " 7s. 6d. "
Leading motor men.....	10½d. " 7s. 10½d. "

3. Conductors' or motor men's assistants:
 1st year..... 5½d. per hour, 4s. od. per day
 2nd year..... 6d. " 4s. 6d. "
 3rd year..... 6½d. " 4s. 9d. "

4. Gate men:
 1st year..... 4½d. per hour, 3s. 4½d. per day
 2nd year..... 5d. per hour, 3s. 9d. "

5. That nine hours constitute one day. Each day to stand by itself. Eight hours per day for overtime. Time and a-half for Sunday duty, which shall stand alone, and that a week's pay of six days be guaranteed. And that, in the event of its being necessary to come on duty twice to complete one day's work, those duties shall be undertaken by the junior men, the senior men working the early and late shifts respectively.

6. That all trainmen be granted an annual holiday on the same basis as that granted to the traffic department at the present time.

7. That all men of long service receive on retirement a small pension or grant from the company.

8. That it be requested that a staff train be run morning and night between Bromley and Hammersmith for the purpose of conveying men to and from their homes.

These proposals seem to us much too modest in view of the fact that the men live in London, and that the company is seeking to compel them to reside in certain districts where rents are high.

The circular issued by Mr. John Young, the general manager, says:

Each trainman will be attached to one of five depots, viz., Mill Hill Park, Parson's Green, Cromwell Road, Whitechapel and East Ham, and will take the duties (day's work) worked from his depot in rotation. For his own convenience, he will naturally reside as near his depot as practicable.

At present the work is so arranged that the men can live at Hounslow, Harrow, Hammersmith, Putney Bridge, East Ham, and other inexpensive suburbs. The idea of a man being required to live "as near Cromwell Road as practicable" is ludicrous. It would mean either sweltering in an unwholesome mews or paying a rent many times over what he could afford. The eighth proposal, as outlined above, is intended as an alternative to this drastic and pernicious proposal. The conditions as a whole are much worse than those in force on other lines, but their greatest hardship consists in the reductions which they impose on old and faithful workmen. We venture to say that the rates per hour are such as would not be offered to workmen in any other occupation—except agriculture. Four pence per hour, as offered to the gate men, is simply a sweating wage, and 4½d., which the men propose, is very little better. It certainly cannot be considered a living wage in London.

One of the most important questions of all is the proposal to employ only one man on the motor, and to make conductors qualify for the work. Neither on the Central London, the City and South

London, the Great Northern and City, or the Great Western is this the case. There two men are employed, the assistant being paid a less rate, and being in the same position to the driver as a fireman on a locomotive, with the exception that he has no firing to do. This proposal to entrust the charge of the motor to a single individual arises out of a new invention which, with grim humour, has been called the "dead man's handle." It is a phrase which deserves to live. The "dead man's handle" is a supplementary spring handle which has to be continually depressed by the driver of the new electric train. If he does not keep it depressed it rises and actuates a brake which brings the train to a sudden standstill. By the use of this invention it becomes possible to entrust the charge of the motor to a single individual, for, if the driver becomes indisposed and relaxes his hold on the "dead man's handle," the train stops automatically. This invention seems to have impressed the Board of Trade, but it is full of danger both to the man and the public. Never before has it been known for the Board of Trade to entrust the care of a train to one man, nor does it seem reasonable to rely upon such a device for safety. It will be seen that the motor man must keep his hand upon this handle continuously while the train is in motion, and such an effort, however slight, is bound to have evil results to nerves and physique. We are also informed that in some circumstances the man is liable to shock from the electric current, which may have other consequences of a serious nature. We trust, altogether apart from the question of the effects on the employment of firemen, that the men will adhere to their first clause that two men shall be employed on the motor. The nature of the work and the multiplicity of the signals alike demand such a condition. A motor-driven train is not a tramcar, and should not be compared thereto, nor the conditions of tramwaymen imposed. We hope the men will stick together and support the deputation they have elected. It is to be hoped also the directors will meet them and consider the counter proposals put forward by the men in a sympathetic spirit.

A MEDICAL VIEW OF LONG HOURS.

The influence of long hours and underpay upon the health of their employees is seldom given attention to either by railway companies or any other employers, and while the workmen's medical adviser might be conscious of the fact that overwork or lack of suitable nourishment may be the real cause of their patients' illness it is not often that the medical man will

be candid enough to tell them of the underlying trouble. That is left to the despised agitator. When such corroboration is obtainable it is all the more valuable, and the *Medical Press*, speaking on the subject of long hours of railway men, says:

The hardships and grievances of railway employees, such as overwork, underpay, and incidental risks to life and limb, are not brought before the public with the same degree of prominence that is accorded to other dangerous occupations. At a recent meeting of the A. S. R. S. Dr. McNamara, M. P., showed, from the Great Eastern figures for October, 1903, that of 1,291 engine drivers and firemen, 84 per cent had worked at various times during the month more than twelve hours at a stretch; 320 worked more than 15; 56 more than 16; twelve more than 17; and 2 more than 18 hours. Among signal men a similar stress of work is recorded. Considering the great responsibility of each of these men, it is a matter of some surprise that such a state of things should be allowed to go on. It has more than once happened that a signal man has been found guilty of an "error of judgment" after some terrible accident had taken place, whereas if the truth were known, it would probably be found that this official was suffering from sheer fatigue and nervous exhaustion. Long hours of duty with inadequate intervals must sooner or later cause the strongest constitution to break down, and such a condition of things clearly constitutes a "standing menace to the safety of the public." The public are looking forward to the increased facilities for travelling offered when the London Underground Railway is electrified, and to extension of electrical railways throughout the kingdom, but if cleanliness and speed are to be purchased at the expense of cutting down the wages of the railway men, and of rendering it difficult for them to obtain their meals under healthy surroundings, such an event had better be postponed.

A UNIQUE STRIKE.

Italian railway men have discovered a new and very effective method of calling attention to their conditions, and instead of striking and leaving their work they are carrying out the rules and regulations to the extreme letter, exasperating the travelling public and reducing the working to a state of paralysis. It seems that the employees presented a petition asking for ameliorations which it is said would have involved an expenditure of £4,000,000 annually. The Cabinet has presented a Bill to Parliament granting part of the requests, but establishing severe penalties for those among them who instigate, promote or direct strikes. It is against these measures that the employees have instituted their new policy. The *Morning Post* Rome correspondent says:

Now, for the first time, the men are observing every jot and every tittle of each section, subsection, and footnote of the railway code, with the result that efficiency is impossible. When, for example, the engine driver has turned on the steam for heating the carriages he declines to start until (in strict conformity with the letter of

the regulations) he has sent a man to ascertain whether every carriage is adequately warmed; to make assurance doubly sure a second emissary is despatched to check the statement of the first! The shunters, signal men, and others are all displaying similar zeal in the discharge of every minute particular of their duties. Every carriage must leave the station clean, so one dirty compartment means the retention of the whole train; every box or trunk must be properly labelled and must be of certain dimensions, and these rules must be carried out; at the ticket offices the clerks enforce without mercy the printed order that the traveller, who has usually scant means of ascertaining beforehand the exact amount of his fare, must present himself with the precise sum down to the last soldo. When every lira piece is wrung on the counter and every five-lire note is held up to the light to see whether it is genuine the result is simply chaos. Wildly excited passengers rage about the stations, invoking maledictions on the railway men, but the latter are unmoved, they have the sublime consciousness of having performed their duty—in conformance with the regulations.

The effects of this policy are simply disastrous to the traffic. Every train now leaves late; many have had to be suppressed; every line is disorganized; at any moment some tremendous smash may occur—strictly according to clause X, section Y, sub-section Z of the railway regulations. Meanwhile the battle has been extended to the Chamber of Deputies, where the Socialists are championing the cause of the railway men by obstructing public business. Italians have not forgotten the vehement obstruction practised at the time of the famous *decreto-legge* of the Pelloux Ministry five years ago; the same system is now being revived. But then the question at issue was merely political. Now the whole economic life of Italy is at stake: While this state of things lasts those are wise who avoid travelling on the Italian railways. Never was there such a strange burlesque as this, which the *Messaggero*, with its usual cleverness, calls "strict application of the rules," which Tacitus, long before railways, foreshadowed in the biting epigram: "That State is worst governed which has most laws."—*London Railway Review*.

The Diet of European Nations.

The following is a summary of the dietic habits of the rural population, the healthiest portion of the several European countries:

Belgium—Coffee, black bread, potatoes, vegetables, chicory, and sometimes salted meats.

England—Beef, pork, potatoes, vegetables, tea, cheese, beer, cider.

Ireland—Oatmeal, bread, potatoes, milk, beans, butter, vegetables.

Scotland—Oatmeal, bread, potatoes, milk, butter, coffee, tea, very rarely flesh.

Rhenish Prussia—Milk, soup, dried fish, grapes, potatoes, flesh only on the feast days.

Saxony—Bread, butter, cheese, soup,

vegetables, coffee, flesh only on the feast days.

Bavaria—Porridge, butter, milk, cabbage, potatoes.

Italy—Macaroni, bread, fruits, beans, peas and lentils, wheat, rice, grapes, wine. A very little flesh is eaten on feast days, but only in certain regions by the very rich.

Spain—Bread, vegetables, fish, fruits, flesh only occasionally.

Russia—Rye bread, cabbage, mushroom soup, wheat cooked with milk and oil.

Sweden—Potatoes, rye, oatmeal, barley, milk, salt herring, beer, no flesh food.

Switzerland—Cheese, milk, coffee, vegetables, soup, wine, very rarely flesh.

France—In the neighborhood of Bourgoigne meat is eaten but once a year. The peasants of Morvan eat meat twice a year; the peasants of Sardinia once a year; the peasants of Auvergne very seldom; the Bretons never, except rich farmers, who eat flesh on feast days.

We see from this table that European peasants, the hard workers, subsist almost wholly upon fruits, grains and vegetable food, a regimen which is highly economical, and by which they are sustained in good health. The peasants live to be much older than the aristocrats and crowned heads, who feast upon meats and the luxuries of courts.—*Health*.

Must Pull Together.

A large part of a man's life is spent down town, in the thick of the fight for business supremacy. He cannot succeed largely unless he surrounds himself with the best class of employees, and he can only insure their being faithful at all times to his interests by first being faithful to them, as men.

An employee should be ready to sacrifice himself for the good of the business, to work "overtime" if necessary, to manage on half pay, if necessary and possible, to put his shoulder to the wheel, to strive with all his might to make his efforts of the greatest avail. The employer, on the other hand, should be glad to see his men take it easy when the rush is over, should offer them little courtesies, and opportunities that come his way, should be glad to help them get ahead, should give them every advantage, and should make his appreciation felt in other ways than through the pay envelope alone.

It should be a case, at all times, of "tote fair." There are two ends to every load. Readiness at one end to bear the brunt must bring recognition of this readiness from the other end, if the load is to be nicely balanced.

Both must "tote fair."—*P. D.*

Correspondence.

All contributions to our Correspondence and Technical columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer to insure insertion.

We shall be glad to receive articles on any subject of general interest to the fraternity.

All communications are subject to revision or rejection, as the Editor may deem proper.

The Editor does not assume responsibility for the opinions expressed by contributors in this department. C. H. SALMONS, Editor and Manager.

Invitation to Union Meeting at Riviere du Loup.

Once more in the pride of her coming

Our Summer steals tip-toe along;

The bees in our gardens are humming,

Our trees are all vocal with song.

And up from our hearts comes a greeting

For all, most fraternally true,

Who'll come to the grand Union Meeting

We'll hold here in River de Loo.

Come, boys, from each hilltop and valley,

Come, girls, in your virtue and bloom,

And join in our annual rally,

Away from all bread-winning gloom.

We'll give you a surfeit of pleasure,

Our meeting you'll never forget;

While quaffing joy's o'erflowing measure,

You'll all thank your stars that we've met.

We'll take you o'er bright sparkling waters

In steamships surprisingly grand!

As safe, with your wives and your daughters,

As if you were seated on land.

We'll give you choice boating and fishing,

And pleasure of every degree,

And show you some sights we are wishing

To have all our visitors see.

Come on! and kick care to the devil.

We'll meet you with banner and drum,

And fiddles and pipes—for the revel

We'll start just the moment you come—

And then for three days full of glory,

We'll cater profusely to you,

You'll all have a wonderful story

To tell of our River de Loo.

Come here from the prairies and cities,

And enter Canadian doors,

We'll greet you with musical ditties,

Our hearts and our homes they are yours;

Our citizens all shall assist us

To give you a memorable time:

Come on! do not try to resist us,

We ask you in prose and in rhyme.

All Canada joins in the greeting

We send to you lads in the States,

To come to this annual meeting,

Quebec has thrown open her gates;

We care not what flag's o'er you floating,

We're brothers and sisters all true,

With hearts in expectancy gloating,

To have you at River de Loo.

—SHANDY MAGUIRE.

Troubles and Triumphs of Travel.

BY SHANDY MAGUIRE.

[Continued from April JOURNAL.]

Another night was approaching. Our Pullman conductor was named Sam Myers, and he was a trump. He anticipated our every wish, and was unceasing in his attention. In reply to my request to remain in a lowly sphere, instead of ascending, he said: "It is not safe for you to climb. I fear you'll fall, and I'll have to keep you down. Move to lower 1 in the other end of the car."

This made the Davis family our nearest neighbors, they occupying the section opposite.

That evening we rolled into Albuquerque. It was the supper station, with fifty minutes of a stop to eat and visit a museum of Indian curios. The hotel is at the station, and is very attractive on account of its Mission style of architecture, which was a decided novelty to some of us. The building is 330 feet long by 190 feet wide, magnificently situated alongside the track, decorated in the numerous niches with potted flowers and brilliantly lighted. After supper we were entertained in the museum by the Indians in their dexterous employment. The males were not a success as scalp-lifters, judging them by their looks, and as for the females, their apparel would not figure very extensively as worthy of note at any of the receptions of the *protégés* of Ward McAlister.

That beautiful evening shall never be forgotten by me, neither shall the place where we were standing, while memory lives. We were nearly one mile higher than when at home. The moon was at its full, and owing to the rarity of the atmosphere looked at least twice its ordinary size in our Eastern clime. The air was deliciously balmy, and an enchanting silence prevailed, so as to let our undisturbed minds broaden out in praise to the

Great Architect of the Universe as we contemplated his works. My companion broke the silence, with her face aglow, as she said for the first time in I don't know how many years: "I feel so well I could walk twenty miles without any distress."

"Thank God," I exclaimed, "that I have heard you say for once in your life you are well."

During many a hard fought battle for bread since then my mind has wandered back to that evening and reveled in the luxury of memory, conjuring up the scene as compensation for the immediate ills which afflicted me. It is truly an oasis in the strenuous life I have led.

"Twas that friends, the beloved of my bosom,
were near,
Who made every dear scene of enchantment more dear,
Who felt how the best charms of nature improve,
When we see them reflected from looks that we love."

Albuquerque is a familiar name in my home town, as many a despondent one afflicted with lung troubles went there for health, and found it, too. I can never doubt its glorious clime as a panacea for all the pulmonary ills that flesh is heir to, after my delightful sojourn there of a few fleeting minutes.

This day was an endearing one. We gossiped long into the night, and when we broke up to go to our various berths, we were called back by Mrs. Davis and admonished to have some service of a religious nature ere retiring, in consideration of all the pleasures which we enjoyed.

"Can you sing any?" she said to Sanderson, who was nearest to her.

He replied: "Yes; I learned a hymn in my Sunday School days, and if all insist I'll give it."

Silence gave consent, and he began:

"Night's shades have descended,
The day's sights are ended,
The moon and the stars are adorning
The firmament o'er us,
And steel-way before us,
To guide us along until morning.

"All praise to the Giver;
O'er mountain and river
He sent us with speediest motion;

We thank Him sincerely
And send to Him dearly
Our heart's warmest throbs of devotion.

"All night He'll watch o'er us,
No danger before us
We'll meet with while peacefully sleeping,
And when the sun rises,
Again He'll surprise us,
And ne'er let us stray from His keeping."

The sentiments contained in the verses were appreciated by all, and as Sanderson sang in a fine voice, he made a decided hit and scored splendidly, to use a sporting phrase.

Another dawn; a new territory entered. The "dobey" dwellings, Greasers, Indians, and sweeps of red soil and slab-sided cattle left in their numerous crowds partly behind, but not altogether lost to either sight or memory. Rolling along to Winslow, Arizona, the breakfast stop, we were gazing at the brown earth and could not see a splotch of green to refresh the eye, except the pinion trees, and once in a long while a little patch of a kitchen garden, bottle-fed by irrigation. Our silent contemplation of the scene was broken by Sanderson asking Mr. Davis how the old crowbaits of cattle existed. "They lick the soil, then crawl under the pinion trees to dream of grass," he replied, and he was satisfied with the information.

Questions being in order, I was asked where the terrible desert was that I had so much to say about. I said: "We passed about 1 o'clock this morning where it is most to be dreaded, but don't despise the brown-looking outskirts we are passing through now. A stiff breeze of wind right here would make you flop on your knees at double-quick to offer up a fistful of prayers for protection from a sand blast. Note the way the whirlwinds are keeping their hands in by pirouetting all around us, with a thirty-mile-an-hour push in them. I guess you'd get desert enough. Look!" As I said the word, all saw a sight which is yet green in the memory of every one who responded. An old white horse, with his shaggy-looking hide holding his bones together, was reclining against a telegraph pole, slightly inclined from the perpendicular, with his old head drooping to his knees as

if he were having a farewell cry ere giving up the battle for grub, and he as dead as a door-nail. "That sight will tell you what the desert is when the sand is sweeping along and one can find no shelter but the lee of a telegraph pole."

Thanks to the old dead horse, I was absolved from all equivocation or argumentation of dangers to be met with in my desert stories, and I don't know but the old bundle of bones and hide was the means of my making capital by proving my anxiety to shield my love from all danger.

At Winslow, after breakfast, a chronic habit of kicking got me a present, which is perched before me as I am pushing the pen. I insisted that the "broiled chicken" served me was an old rooster that crowed a welcome to the advance guard of the 49ers, and Davis made my misery complete by purchasing a rooster of baked clay from the Indians on the station platform, gathering our family about him, and making a presentation speech as he gave the "dobey" chanticleer to me.

We took on an official's car at Winslow. It was immediately behind our sleeper, ours being the last car in the train until it was put on. We were somewhat late getting to Ash Fork, the dinner station, and there is not much consideration for the ordinary occurrences of life in a griping stomach. I was mentally wishing for the discarded backbone of the morning bird, when I was asked by Mrs. Davis if I'd like a dish of bouillon. I thought of the Dead Sea fruits "that turn to ashes on the lips," the sour grapes which the fox wished for and struggled for until made to desist by the shades of night descending, the vast body of water surrounding the tempest-tossed sailors as they are suffering from an uncontrollable thirst, and I said: "Madam, your sex is justly noted for its gentleness. The touch of kindness is in the hand of woman when pain and anguish wring the brow; her gentle voice soothes when the tornadoes of passion torment the masculine breast. Do not belie her tenderness by afflicting a poor, hungry wayfarer who could masticate a dead rat by asking him if he'd like a dish of bouillon."

"If you were as far gone as that you would not babble so much, and keep me waiting so long for an answer. Pound, McGovern, Sanderson or Bryant, would not hesitate. Once and for the last time I ask you—do you wish for a dish of bouillon?"

"Does a cat love cream? Does a duck love water? Does a ——"

The lady started off disgusted with my tardiness in replying, and I was obliged to sing out after her, "For the sake of our neighborly relationship if you are in earnest, please hurry back with the bouillon."

In a little while our end of the car, occupied by the Davis's and the Maguires, was the scene of a feast to make the gods hanker for an invite, and a penitent, trying to get skyward by way of fasting, toss his vows out through the car window and have at the feast. Some hours afterwards, Pound asked me, "How is it you stand in so good that you got such a swell lunch on the train?"

I replied, "You are suspicious and too inquisitive altogether. You remind me of a story I heard of two old rascals who were forty years without bending a knee to a father confessor, but at long last decided to return within the pale of the church, by going to confession together. On the night they went they kept examining their consciences, tossing up the rascalities of the forty years to the surface, to be ready to confess them, when all the puny, insignificant sinners would depart. At last Jack's chance came to go to the confessional. The good father listened to the articulated stream of infamy pouring into his ear for 45 minutes, and came out to get a few lungs full of fresh air, leaving Jack kneeling until his return. After about five minutes had elapsed, Jack whispered to Tom, "Where has he gone?"

Tom replied, "I don't know. Where do you suppose?"

"I'm afraid," said Jack, "he's gone out to call a cop."

"Now, you are a good deal like Jack. You are suspicious."

Dinner at Ash Fork, although somewhat belated, put us all again in the best of humor.

We were now rolling through Arizona rapidly. At every station we had the omnipresent Indians and the squaws endeavoring to find purchasers for their wares. Their English was far superior in both quality and quantity to our knowledge of the Indian tongue. They knew how to say "dimes" and "nickels" clearly and fluently. One bright-eyed, black-haired unwashed son of the plains

may have their beautiful features presented to the readers of the JOURNAL, I make the sacrifice. They can be seen on the right, with their faces aglow at the discomfiture of the avaricious rascal.

At Seligman we entered the Pacific division of time, which left our watches from York State three hours fast, provided we did not put them back. We were not much late. The atmosphere was delicious and the Coast Range of mountains were beginning to lift their haughty heads high up into the blue dome of the



SHANDY MAKING THE INDIAN POSE FOR A PICTURE.

was very persistent trying to make a sale of pottery to us at Seligman; failing in that, he wanted a nickel to let Fred Bryant push the button on him. He was too avaricious altogether in the opinion of our crowd, and turned his back on us in splendid Digger Indian dignity, until I about faced him, and held him in the first position of a soldier, while we were lassoing him with the kodak. It is not much to my credit to show my phyzog in the company of the red miser, yet in order that Miss Lape and her companion

heavens. Away to our right were the San Francisco peaks, snow-capped and awe-inspiring, although many miles away. We were rapidly passing through Arizona, and our next meal, God willing, would be eaten in California.

(To be continued.)

Diagnosing Bro. Freenor's Plan.

BARABOO, Wis., March 28, 1905.

EDITOR JOURNAL: I have always been much interested in the many different



BUCKING SNOW IN NEBRASKA, C. & N. W. R'Y. COURTESY BRO. G. H. CONNOR, DIV. 389.

articles in reference to the betterment of our insurance, but up to date I have not seen a plan that, in my opinion, would be able to stand the test of an insurance accountant. We must not overlook the fact that insurance is a business proposition and that when we go into business we must first have the money or at least the security, or we may expect to be denied the goods.

Brother Freenor seems very sincere in his idea or plan of endowment insurance, and asks the Brothers to just figure on his plan and be convinced. While I do not pretend to be an expert on insurance, I will present here a few figures on his plan for the consideration of our Brothers. The plan, as I understand it, calls for \$20 for each \$1,500 policy, which would make about \$1,000,000. Placed at 5 per cent interest would give an annual income of \$50,000 with which to pay off old policy holders. One million dollars capital at first thought looks like a large amount and \$50,000 per year seems quite a bit; but, Brothers, we must not lose sight of the fact that we have 42,066 policy holders with over \$80,000,000 worth of insurance in force as liabilities. We will admit for the sake of illustration that it would be possible to collect from every policy

holder and place the money at 5 per cent interest. Fifty thousand dollars would pay off thirty-three \$1,500 policies per year—a pretty nice investment for the seventeen oldest members (I say seventeen, for most of our old members have two policies), but how about the members say 2,000 down from the top, and the 40,000 below them; but you will say some of these Brothers will die, which is true. We will estimate that three-fourths of the oldest 2,000 die before being paid, then the last of that bunch would have to

live twenty-three years longer before receiving their money and you have all of the 40,000 that are alive still left. Of course, I understand the plan calls for \$20 from each new policy holder, which would in time increase the number paid off each year, but would never be sufficient in our lifetime to pay off our members at a definite age, or after having retained his membership for a stated number of years.

Why, Brothers, you all know that 5 per cent of \$20 is but \$1 per year, so you would therefore have to live 1,500 years in order to have your policy paid from the earnings of your own money, unless the interest is compounded and that cannot be done when it is paid out as fast as it accumulates.



STUCK IN THE SNOW, C. & N. W. R'Y. COURTESY BRO. G. H. CONNOR.

In order to get endowment insurance we must start in at an insurable age and pay the rate our age would require in accordance with the American table of mortality for our risk and in addition thereto a sufficient amount more so that if this money is placed at compound interest it will amount to enough at the end of a stated number of years to pay to us the face value of our policy. It seems to me if we would give the matter a second thought, we could plainly see that it is not possible to use the interest of our investment annually and at the same time have it accumulate for our use in old age, and that if we wish to use the interest annually we must of necessity have a large amount of money per capita in order to meet the requirements of paying off our old policy holders at a stated age.

I am a firm believer in endowment insurance and carry all of it I can pay for. I also know that any Brother who can pass a medical examination can get it as cheap as though he were working in any other occupation, for in the past four years besides running an engine, I have written in the neighborhood of \$100,000 worth of endowment insurance for one of the very best old line insurance companies, and most of it has been written upon the lives of railroad men.

After giving the matter a great deal of thought and talking with men much better posted than myself, I cannot see where our insurance can be changed to benefit the old members without giving the main part of the B. of L. E. a hard body-blow. Our old members have always got just what they have paid for and are still getting it. Our insurance is compulsory for new members and they have to pay the same rate as the oldest members, even though their expectancy of life is a score times longer, and in my opinion, if we undertake to load onto these young men additional expense to formulate a plan to pay off men who never contributed to that fund, we will find these fellows will be very reluctant about joining us, on account of the injustice it places upon them, when oftentimes they have fami-

lies of their own to support and perhaps an endowment policy they might not be able to keep up on an extra runner's salary, if a more expensive plan of insurance was compulsory in our order.

At our last convention the indigent fund was made a permanent law of the B. of L. E., which provides for a stipulated amount to be paid monthly to destitute and wholly dependent members, which, in my opinion, is the only way we should be expected to make donations for charity, for under this plan we help those only who are objects of public charity.

The great trouble with too many Brothers is they seem to think the B. of L. E. owes them something, which is entirely wrong. I will venture to say that there is not a man who belongs to the B. of L. E. today but what has received 100 per cent on every dollar he has paid into the order. I know I have and I have paid everything that has come along since February 1, 1888, and have never asked for nor received any special privileges either.

Brothers, remember ours is a labor organization and among other things we are combined together to obtain justice for ourselves in the way of treatment and a reasonable compensation for our labor, sufficient to not only provide comfortably for ourselves and family in health, but also enough so that some preparation can be made for old age. I believe in being charitable to the worthy needy. I also believe that self-preservation is the first law of nature, and if the B. of L. E. has provided the way and we have not taken advantage of it by being true, sober, just to ourselves as well as others, and lived a moral life, I cannot see where the order is in any way responsible for our condition, nor could be expected to furnish a home or finances for our support in old age; and I believe it is wrong to lead any one to believe that this can or will be done, for if we had many millions of money, we could not supply all who would ask.

Moral: Brothers, look out for your own finances.

Faternally yours,

HENRY H. TINKHAM, Div. 176.

The Size of It.

(Author Unknown.)

Up in the morning and work all day,
Just for the grub of tomorrow to pay;
Work tomorrow for the meat to carve,
Got to keep working or else I'll starve.
Work next day for a chance to sup—
Just earn money to eat it up;
Next day after it's root or die—
Habit of eating comes mighty high.

Next week, too, it is just the same—
Never can beat the eating game.
Working on Monday for Tuesday's bread;
Working on Tuesday to keep me fed—
Thursday, Friday, Saturday, too,—
Same old game, and it's never new.
Don't want to kick or make a fuss,
But blamed if it isn't monotonous.

MEMBER, Div. 84.

Spencer, N. C., March 6, 1905.

Agitation for a Union Prior to 1863.

ROCHESTER, N. Y., March 17, 1905.

EDITOR JOURNAL: It is generally conceded among the railroad engineers that Wm. D. Robinson was the first man who made an effort to start the B. of L. E. If he was, it wasn't generally known at that time that there was a meeting of engineers held at Sprague's Hotel, in the city of Rochester, about the middle of May, 1863, but there had been a meeting prior to that, east of Rochester, on what is now called the N. Y. C. & H. R. R., but it was kept very quiet out of fear that the company would find out what they were doing and they would get discharged. To prevent the company from ascertaining who the ringleaders were, they got a large sheet of paper and struck a circle and signed their names. Who they were or what they did after that I was unable to learn, but I have a vivid recollection of the meeting which was held at Sprague's Hotel, and can give the names of some of them who were there. Of those who have gone to their long home were David Perry, Hezekiah Glenn, Cyrus Kinney, Charles Thomas, Henry Case, Sanford Hartman, Joseph Hoffman, William Harrison, Joseph Harrison and others. The only one living besides myself whom I can recall is David Perry, who is 86 years old. He is hale and hearty, and looks very young

for his age. He commenced running in 1840.

William D. Robinson didn't attend that meeting, and I think he didn't know there was to be one. I think that Cyrus Kinney had more to do in getting the oldest engineers there than any one else, as he did most of the talking, and it was in his house where the charter members of Div. 18 were initiated; and we all did our share of smoking, drinking and telling how fast our engines could run, for they belonged to us at that time, but there has been a big change in 42 years and I think that the companies own them now.

No one called the meeting to order, and every one stood in fear of being discharged if he took an active part. At this time the N. Y. C. to Albany was divided into six divisions, and the engineers were discharged for the least provocation, without giving them the satisfaction to know what they were discharged for.

An engineer by the name of Blood was discharged, and he went to the superintendent, Wm. C. Young, and said: "Will you be kind enough to tell me what I am discharged for?" and he said: "You are discharged, are you? Well, that is conclusive evidence that the company doesn't want you." Mr. Blood was a nice man and a good engineer and no one could say aught against him.

From 1852 until the B. of L. E. started the engineers had a hard struggle, everything to contend with—small pay, long hours, and no one to appeal to for redress; but it was the hardships the engineers endured for ten years that brought the B. of L. E. into existence. At that time the superintendent and the master mechanic had trying times as well as the engineers. They saw that the time was coming when the company would dispense with some of them, and each one was trying to outdo the other in order to hold his job, and the one who could get the most work out of the men for the least pay was the best man. But the B. of L. E. has wiped out all those old contentions, but it required men with backbone to do it—men with energy, perseverance and determination to accomplish

what they undertook to do, and today we stand head and shoulders above any organized labor institution in the world.

We will give Brother Robinson credit for what he did, but its future success at that time depended wholly on the action that was taken by the old members. Do the younger members of today realize that fact and stop long enough to give it a thought? If they would, I think there would be more in favor of doing something for the old members, especially those who took an active part in starting their own Division, for their pay was small and expenses heavy.

If the Brotherhood wants to show any recognition for what the older members have done, let them grade them off from 63 to 68 years, giving those who have been in the order thirty-five years the preference, for they are the ones who helped build the foundation for the B. of L. E. to stand on; and our departed Grand Chief, P. M. Arthur, was one of them, being elected shortly after Grand Chief. He constantly advanced the interest of the order from year to year until it became one of the grandest and most respected institutions in America. To him we owe a debt of gratitude we only can repay by reverence of his memory.

I was glad to see an article written in the March JOURNAL by J. F. Freenor, which I heartily approve of, if he will exempt the members from paying the \$20 on assessment who have been paying for the last 35 years and are out of employment. Now, Brothers, don't get old; if you do, your turn will soon come to be placed on the retired list. After devoting your whole life since the B. of L. E. started, paying all dues and assessments for its welfare, you will be debarred the same as we are from holding any lucrative office. Is that brotherly love? If it is, I know I am getting my share. "Well," some Brother will say, "you're not in active service." With due respect to our Grand Officers, I will say they act for all the Divisions, why shouldn't we be allowed to act for our own? Then we would be on equal footing with them and in active service with them. Must we be

deprived of all the privileges we once enjoyed because we are getting old? If that is the case, then die young. Perhaps I have lived too long. I will be 77 if I live to the 5th of May. As long as the old members cannot take an active part in the Brotherhood, why should they be required to pay Grand dues when they can not be represented in the Grand Division? This is what our forefathers said was "taxation without representation."

Fraternally yours, E. P. S.

Pleasant Relations on the N. Y., O. & W. Ry.

NEW YORK CITY, March 30, 1905.

EDITOR JOURNAL: As I turn the leaves of the JOURNAL and read the letters published from different members of the B. of L. E. in reference to the harmonious relations existing between railway officials and members of the Divisions, I am prompted to write and ask permission for a little space to devote to the subject of the N. Y., O. & W. Ry. officials and the members of Div. 292, located at Middletown, N. Y., where the writer has the honor of having his name enrolled upon the roster.

In the first place, the Division is composed of men who are true and loyal to each other. Strife, factions, contentions and bitter denunciations are not heard among its members. If one of the Brothers is in trouble, he has the consolation of knowing that when he is greeted by another it is with the salutation of sympathy and a hearty shake of the right hand of true fellowship; and this is what makes the Brotherhood a reality.

The attendance at the Division meetings is as good as can be expected, aside from the writer, who, being out of town on meeting days, is often deprived of the pleasure of meeting with his Division.

Complaints against officers of the company are rarely heard, and there are scarcely ever any to be entertained. Whenever there is a punishment to be inflicted which seems unjust, but which seldom occurs, it is soon disposed of satisfactorily to all concerned. The grievances are so few that the local committee

almost forgot their responsibility of office, and when they are really called upon to go before an officer of the company it is readily disposed of.

The Division works harmoniously with the B. of L. F., O. R. C. and B. of R. T. members; in fact, it is a solid and perfect organization as a band of Brothers, all working together on peaceful lines with the officials of the company of the N. Y., O. & W. Ry. to the best interest of all. This relation is not alone confined within our home circle, but extends to a foreign Brother, who, wishing to pass over the road, is received with all the courtesy due him. There are no standing rules or orders issued by the officers of the company as to how we shall receive him. We are not supposed to turn our backs upon him and run away as though he was about to attack us like a wild beast when he wishes to present a traveling card. A Brother seeking a favor always has it granted, and when asked by one of us for an outside Brother, the officers of the company willingly oblige us. I cannot recall to mind a request made by the B. of L. E. or B. of L. F. for an advance in pay or a schedule of wages but what the agreement was approved and signed by both parties harmoniously, and, as far as was practical, lived up to. I do not believe that engineers or firemen, individually or collectively, are anywhere receiving kinder treatment from railway officials than is extended to the employees of the N. Y., O. & W. Ry. All of the young promoted engineers, as soon as they are eligible, join the Divisions. I do not know of one engineer who being eligible and running an engine within the jurisdiction of Div. 292 who is not a member of the B. of L. E. This I can safely say refers to the entire system.

Bro. M. J. Quinn, C. E. of Div. 292, to whom great credit is due for his untiring efforts, has successfully brought about this harmonious relation between the members, ever using his best influence to maintain this principle. He is assisted by Bro. Thomas Farrell, who is tall and graceful, with eyes as bright and blue as sweet violets, and a smile that holds the

members enthralled when he meets them, especially when he wishes them to settle their indebtedness to the Division. In the matter of finances he is keen, resourceful and determined, with just enough tact to make him a typical F. A. E.

It is this friendly co-operation and united effort between employer and employee, augmented by the appreciation of the former in the assistance of the latter, which has brought the road out of bondage, where it was but a few years ago, with only a right of way and two streaks of rust leading through the great Empire State, making it now one of the trunk lines, with stock on the market which all are trying to grab. I wish all Brothers employed on railroads were as well cared for by their management as are the members of Div. 292, on the N. Y., O. & W. system, where there is perfect, harmonious organization. Let us all strive for a revival of this kind, making strikes an impossibility. Yours fraternally,

J. PUFFENBERGER, Div. 292.

The Man Behind the Throttle.

There's a good deal being said
About the man behind the gun,
As if he was the only chap
That walked beneath the sun;
But let me speak here for the man,
The one sometimes forgotten,
The bravest of them, everyone,
The man behind the throttle.

He takes his stand, through rain or shine,
Without the slightest fear,
That makes one almost tip his hat
To the railroad engineer;
He pulls his cap tight o'er his head,
His watch he scans with care,
Peeps at his fire, looks at his gauge,
And then he tries the air.

We hear the shout, then, "All aboard!"
And the signal cord peals two,
When instantly the steam's applied
By the chieftain of the crew.
As the iron monster snorts along,—
It may be in the night,—
We people sitting in the train
Know nothing of his plight.

We grumble when the cars are cold,
We kick when they are hot,
We squeal when he is running fast
And growl when he is not.

We expect him to apply the steam
To suit the human race,
And the air brakes must be handled
Just to answer every case.

In order to maintain his speed
Of fifty miles an hour,
There's twenty things his eye must watch
And yet control his power.
A crossing he must not approach
Without a double toot,
And then despite all this, sometimes
His company has a suit.

He must look out for other trains,
And stick close to the clock,
And my, oh my, what grief there is
If he mistakes the block!
A loss of life there's sure to be
And public indignation.
And just as soon as he gets home
He finds his resignation.

I like the man behind the pen,
And the one behind the gun,
The man who fought at Valley Forge,
And also at Bull Run;
But here's to him with flying steed
That's cooped up in a bottle,
To me there's none can half compare
With the man behind the throttle.

H. DIAMOND.

When Engines Were Named.

TOPEKA, KAN., April 4, 1905.

EDITOR JOURNAL: When I received the February JOURNAL and saw the picture of Mr. A. S. Sweet, I recognized it at once, and it reminded me of the time I first commenced running a locomotive on the M. C. R. R., and I want to thank Brother Harkins for resurrecting that picture of the "Ruby" with George Roby and Tom Kent. I consider the whole picture a remarkably accurate one; the features of the men are so perfect as to be easily recognized by any one acquainted with them. The "Persian" that Tom ran was inside-connected. I afterwards had her for some months on the work train cutting down the grade just east of the shops. Sam Omlar, of Marshall, got me my job. He was a character. I had never seen a coal burner before and was a little timid about tackling the job. I recollect asking Sam to give me all the pointers he could. He said, "All right. Just get on and run her the same as you would a wood burner." My first trip was from Marshall to Mich-

igan City, and I think the "Vampire" was the engine. I worked there until the summer of 1876.

I see by the March JOURNAL that Bro. Harkins' article brought some letters from others of the old boys. Jimmy Reading has shown up. The last time I saw him I think was in Texas on the G. C. & S. F. His article brought to my mind other men and happenings. "Curley" Smith was on the Ft. W., J. & S. at the time he was, and his mention of the "Winds" called to my mind T. T. Parker, who ran one of them. He had a German boy firing for him whom he called "Bismarck." There was a tale on T. T. P. that one day the signal bell broke and he tied the bell cord to his left arm with instructions to the conductor to give it a light pull if he wanted to stop, and when they got out about Pokagon. I think the woodpile was back in the tank and Bismarck was back throwing it ahead when the conductor, baggageman and brakeman all got hold of that bell cord, and after pulling in the slack, made a combined pull on that bell cord, and when the fireman looked up Parker was hanging by one arm to the crosspiece in the cab with his feet dangling and kicking, and calling, "Bismarck, Bismarck," at the top of his voice. The conductor claimed he gave a light pull and getting no reply he pulled harder.

I had the "Warrior" as a regular engine for several years. I also had the "Rocky Mountain" on the Jackson & Niles Local. Brother Webster's account of his treatment by Al Priest was characteristic.

Reading these articles over, I am reminded of a number of old-timers there—John McCurdy, Jack Brown, Tom Faulkner, and on the J. L. & S. there were Bert Northrup, Pete Petrie, L. H. Short, and others.

In 1872 when the Saginaw and St. Louis R. R. was built I had the promise of a job there, and as I had property and my family in St. Louis, I made an attempt to go there, and asked Mr. Sweet if he would give me a letter. "Certainly," he said, and wrote one at once and handed it to me saying he hoped I would be successful.

I have that letter before me now. He wrote a splendid hand, and the letter is as clear and distinct as the day it was written, and signed with all the flourishes he always used.

I was back at work on the M. C. inside of a week and stayed there until 1876, when my "suspenders" were cut, along with a lot of others, principally on account of my connection with the B. of L. E.

Now, while I have got your attention, I want to say a word about my hobby. First, I want to indorse the sentiments of Brother Nixon in the February JOURNAL and of Brother Freenor in the March JOURNAL, and submit my plan. First, let us commence now to put in effect the recommendations of the Grand Chief in 1869, at least on that line; select some centrally located city, easy of access by rail, form a stock company, sell shares if necessary, and erect a commodious building for our offices, with an assembly room of sufficient capacity for our conventions. Inaugurate a plan of representation that will reduce the number of delegates to not over 200. My plan is by systems and on a mileage basis, each system or road to have a representative; on large systems one for each 1,000 miles or fractional part over 1,200 miles, two for 2,200 miles, three for 3,200 miles, and so on—these to be elected by and from the membership of the G. C. of A. and be paid by an equal taxation of all the members on the system. We would then have a body of representative men that would be easily handled and transact their business in a business manner, with credit to themselves and their constituents, and go home in less than half the time they now consume, at an enormous saving of expense. Eliminate from their program any and all entertainments that would necessitate the adjourning of the body. Allow no pay while delegates are absent from regular sessions.

Brother Freenor thinks his talk may sound harsh. It probably does to one who has not been there, but I want to say it is all truth and a condition that ought to be remedied at once.

I hope the membership at large will consider this matter seriously and take some

positive action at the next convention, and show themselves to be progressive and up to twentieth century ideas.

Fraternally yours,

H. G. RUST, Div. 284.

Progressive Condition of Div. 620.

MART, TEX, April 5, 1905.

EDITOR JOURNAL: Since the advent of Div. 620 we have existed under somewhat strained circumstances; but now I am glad we can announce quite a revival, having just initiated four of our most promising young men, with several more to follow.

We have had a goodly number of B. of L. F. runners who have hesitated to join the B. of L. E. on account of not being able to hold their membership in the B. of L. F. Some of those, in fact most of them, have decided to come in. Then again, this division of the I. & G. N. R. R. is new and unsettled and not a very desirable place to work. So some of the men who have come have not found it very smooth sailing and have left, causing new ones to have to come or firemen promoted, which has a tendency to hold us down. Of course, if we have them all, which we soon hope to have, we will not have a very large Division, but we expect to have one working in perfect harmony and following out the principles of the Brotherhood.

I have taken great interest in the JOURNAL this month, and I am very glad to see such interest manifested in the long hours men are kept on the road. We are having quite a taste of that here. Our hours are exceedingly long and we will gladly welcome the day when definite action can be taken to remedy it.

I trust that when a referendum vote is asked for again, the Brothers will be so awakened to the necessity of action that there will be a unanimous vote instead of just a majority.

I trust that those who are better writers and better talkers than myself will just keep agitating this matter and never stop until it has been accomplished.

Fraternally yours,

W. G. BAILEY, Div. 620.

Letter From a Retired Engineer to a Friend.

PLEASANT VALLEY, N. Y., March 2, 1905.

MY DEAR DAN: You will likely be surprised to hear from me, as I have written very few letters to you or anyone else during my lifetime. Did not have the time, or had too many friends, or too many children to engage my attention, or, perhaps I was well enough satisfied with the way the world used me and did not concern myself with the affairs of others. If that is selfishness, Dan, then I plead guilty. Perhaps I would not write you now but for the fact that I have been "retired from active service" and find time heavy on my hands. Yes, I was 65 last birthday, and received notice of my retirement on half pay three months ago. The boys gave me a blowout at the time. We had speechmaking and refreshments. Of course they gave the old man a good deal of taffy and (on the quiet, Dan) it didn't sound badly either. I confess I rather liked it. Dan, you will never know how much real good you have done in the world until you have been retired, and you will never know how extremely useless a man can be until after that event takes place. I will see that they give you a send-off when your time arrives. Hope you will enjoy it, and you will be surprised to be reminded of good deeds you have done in your day.

If you haven't done anything creditable in your life you may receive the compliment paid to a very bad citizen of our town who died some years ago. He was not only bad himself, but belonged to a family of no credit to the place, chiefly on account of their quarrelsome disposition, and as they possessed some fighting qualities and were extremely sensitive, as is frequently the case with such people, wise ones studiously avoided giving them offense. Now, it was the custom in that community in case of death to visit the home of the deceased, and upon being shown the corpse to say a prayer or make some complimentary remark regarding the departed one. Well, Dan, you never saw nor heard so much praying done in

your life over one man as was said over Dick Sheets in the couple of days he tarried with us. In fact, everybody prayed until Sam Kitchener arrived. Sam was ushered into the room where Dick lay, and as he gazed upon him realized the peril of his position, for to say anything uncomplimentary about Dick would be dangerous, as well as impolite, while to say anything really creditable would simply be a lie made out of whole cloth, and being a truthful man and having never learned any prayers he simply said, "Well, Dick was a — fine smoker."

Speaking of smoking reminds me of the time when you and I went job hunting in the West when we were boys. Of course you recollect that we landed in a little town in Ohio about supper time one day almost famished. I possessed the finances of the party which amounted to five cents, and you agreed to go up into the town to buy something to save our lives. Well, you returned in due time, but instead of cheese and crackers you came swinging yourself jauntily down the road smoking a cigar. I don't know of anything we needed that evening less than a cigar, and when you agreed to give me the "snipe" I thought it a pretty grim joke, or the "limit," as they say now, and I believe I impressed you in a rather forcible manner that I did not appreciate the humor of the situation. I have often relished the joke since and laugh to myself now as I think of it. I was a couple of years older than you then, which reminds me that it will not be more than that length of time until you will be a "has been" like myself. This retiring business may be all right when I get used to it, and I try to make myself and everyone else believe that I really enjoy it, but I can't say that I like it, Dan. Retirement for those who during their lifetime have cultivated a taste for art or ease may be all right, but to a case-hardened old fellow like me, whose whole time for the past forty years was spent in the service of a railroad company, who during all that time talked, or thought, or read little or nothing but railroading, it is a different proposition.

I can hardly wait for the arrival of the

dear old JOURNAL, and I read it and re-read it from cover to cover. It is the only railroading I do now.

I strolled down to the Union Depot today (don't go any place now, Dan, I simply stroll). I have no time card and little use for a watch, but anyway, I strolled down there and stood around like any idler would, gaping at things, and as I viewed them from a different position than formerly they really did interest me. I got there just as the Overland Mail pulled into the train shed. Jim Potts still pulls it, and when he stopped he spied me leaning against a baggage truck (I lean a great deal now, Dan), and without taking off his overclothes he came over to me and almost shook my arm off. It pleased me very much, and I felt flattered when in the presence of a number that were attracted by Jim's boisterous manner, he asked me if I thought it would improve the class of engine he was then running to give them larger eccentrics. Of course, Jim don't need any pointers from me about eccentrics, but being possessor of that rare instinct that marks the gentleman in any walk of life whether working in broadcloth or overalls, he appreciated the helplessness of my situation, and by his condescending manner afforded me a great pleasure. It is a refinement I cannot honestly claim, but I appreciate it in others none the less, especially in a big, bluff, rough and ready type of a man like Jim Potts. For the first time since the "blow-out" I really felt as if I was still of some consequence. When Jim and I parted I hurried home to tell mother, and she was pleased to hear of my morning's experience and to note how it cheered me up, and when Jim's two boys passed on their way from school she gave each a big apple.

After reading the paper one afternoon I tiptoed out into the kitchen and found mother washing my dinner pail. I used to come in about that time on my run, and she was going through the regular routine of work just the same as if I was working. I asked her what she was so busy about and she pushed the pail over where I could not see it, kind of ashamed

like, to be caught doing anything foolish, and I didn't let on that I knew she was washing the bucket. I said we ought to have a hired girl, as she was getting too old to be putting around the kitchen, but she said to me without looking around, "Land sakes, Jason, I do think you are getting childish. It wouldn't seem like home with a stranger in the house. You go down and fix the furnace, I think you men are awful foolish about some things." When I came back the dinner bucket was not to be seen, but mother was hustling about, busy as could be. She don't seem the same as before I was fired, or retired rather, and we are both lonesome for our children. They are all married, the nearest one living 200 miles away; we are going to visit the whole bunch soon, and as they are living in six different states, it will be quite a tour. All our girls married engineers, and that accounts for their being so scattered.

There was a time, you know, when an engineer went to bed all right and he might be out of a job when he woke up, but that is all changed now, and it is better for all concerned, I think. Our only boy, you know Ed, a big strapping fellow; well, you remember he went through a trestle with his engine at the time of the flood some years ago. Mother has never been the same since. Ed never got married, and though thirty-five years old at the time of his death, he was like a kid around the house. Mother drilled him as if he was a child, and he was as obedient as could be. Yes, she misses him, awfully. It is wonderful how attached a mother is to her boys, especially to an only son. Ed was wild enough in his time, but mother won him over by sheer force of kindness.

I went to the postoffice the other day and on the way saw Hank Lawson. He was retired about a year ago. He was standing on the curb looking out towards the lake with his hands behind his back, and he was rubbing and twisting them nervously. Hank always was a fidgety kind of a fellow, and he looked to me as if he was meditating suicide as he gazed out on the lake. so I thought I would

cheer him up. Hank's hobby, I knew, was valve motion. I first sneaked up behind him and, in a commanding voice said, "Move on," and upon my word, without looking around to see who spoke, he started off. Then I saw plainly the effect of being on the retired list for even one year, and I commenced to laugh. Then Hank, turning around, with a surprised look reached out his hand, and both laughed at the joke. We talked about the old days; went over and sat down on the steps of the postoffice and continued to talk. This was about 11 A. M. We soon drifted into a talk on engines, of course, and when valve motion was reached we were both working at short out-off, and going smoothly, taking no note of the flight of time until reaching a point upon which we disagreed. Hank's run left here about the same time mine did, and as his road paralleled ours for the first ten miles out of here we often had a race, but I beat him so regularly that I never broached the subject in his presence. But, as I said before, we disagreed. On Hank's road they set the eccentrics on passenger engines the same in the back and forward motion, while on our road they are set so the valves are blind in back motion, to prevent excessive lead when lever is hooked up going ahead. He contended their plan was the best and I stood for ours. Hank out with his pencil, and in a short time (can't say how long) had a note-book full of sketches of valve motion. He was having things pretty much to his own liking when I reached the point where in self-defense I was about to ask him if he ever experienced the pleasure of passing a passenger train on our road unless it was going in the opposite direction, when I suddenly thought better, and as graciously as I could told Hank I guessed he had the best of the argument, and you never saw such a pleased man in your life. Just then we heard the Limited go out. It leaves at 4 P. M. We had been talking railroad for five hours. We went home without calling at the postoffice and agreed to meet soon, as Hank proposed to talk the matter over again.

I thought mother would put me out at

my not coming home sooner, but she only said she was glad I found some one to entertain me, as I was getting to look so lonesome lately. She asked me if I got anything from the postoffice. I came the nearest in my lifetime to telling her a lie when I answered, "Not a thing." I believe, Dan, that idleness tends to produce moral weakness.

Well, the next time I meet Hank Lawson I will talk something else beside valve motion, or carry a lunch with me.

Regards from mother and me to yourself and family. Write soon.

Fraternally, JASON KELLEY.

Indiana State Legislative Board.

The General Assembly of the law enactors for the state of Indiana have adjourned and their acts will pass into history. As usual with these bodies, their sessions were more or less annoyed by advocates of different measures. The hirelings of corporate interests were there; the advocates of morality were there; men with personal schemes were there, and the briber was there. Representatives from the Trainmen, Firemen and State Federation were there; but where was the Brotherhood of Locomotive Engineers? Absent—because the law says that two-thirds of the Subdivisions of the state must vote in the affirmative before the board can be convened, and the Brothers were apparently careless and indifferent. So the secretary of the board did not get the necessary number until within three weeks of adjournment of the State Legislature. Then he and the chairman wisely decided that it was too late. Although the little band of lobbyists worked faithfully, they accomplished but little. They killed the Roemler Bill, which lawyers say would have run every labor organization out of the state. They also succeeded in getting the Erie Railroad management to agree to keep their Mother Hubbard engines out of the state; and they defeated the Garnishee Bill, which would have proven a curse to the poor laboring men; but they were not successful in their bills, which were as

follows: Fifty Car Bill, Requiring Three Men on a Train, the Mother Hubbard Bill, the Ash Pan Bill, the Automatic Bell Ringer Bill and the Weekly Wage Bill.

It appears to me on reflection that matters pertaining to these bills, if there is merit in them, could be amicably arranged by Federated Boards in Train Service interviewing their respective railroad officials. The Ash Pan Bill is a jet of steam running through a pipe from the dome into the ash pan. An engine can be equipped with this device for less than \$10, and it is expected to keep the ash pan clear of ashes, snow and ice, so that a man need not crawl under the engine except when there are clinkers in the pan. The engines of late build are hard to crawl under unless they are standing over a pit; and in case, for some unforeseen reason, the engine should be moved with a fireman underneath, his chances for escape are few; and the matter should be investigated and tested as to its merits.

As to the Fifty Car Bill, it seems to me that three brakemen are essential for signals, switching, breaking in two, doubling grades, or any unforeseen accident that is liable to occur. Had the other labor organizations done as the Brotherhood of Engineers did, we would have felt the power of Senator Woods, of Lafayette, and David M. Parry, also Frederick Matson, of Indianapolis. So, does it not behoove us to have our sentinels in the corridors of the State House during the biennial session of our Legislature? And furthermore, would it not be more in harmony with concert of action for our Legislative Boards to convene a couple of weeks before the Legislature does and outline their bills for their lobby, and send a copy to each Subdivision in their state for approval or rejection, and the bills that meet with approval from two-thirds of the Subdivisions in the state be placed in the hands of the lobby, the rejected bills to be destroyed? This will check serious trouble between lobbyists and Brother engineers in the State House, and give us more unity and force in our undertakings.

F. A. E., Div. 11.

Insurance Good Enough.

KANSAS CITY, MO., April 8, 1905.

EDITOR JOURNAL: I wish I were educated so I could put my thoughts in words intelligently and comprehensive enough for all to grasp. I am tempted each month on reading my JOURNAL to assail some of the writers in vigorous terms and have hesitated so far, and now I am throwing myself out on the tide and hope I shall make a successful landing.

First, Bro. Geo. Conner says it was a mistake to add the Insurance feature to this grand labor organization. Was it a mistake to go into the thousands of homes we have with two or three thousand dollars to place a dead Brother's family above want? Is it a mistake to give a crippled Brother incapacitated from railroad work \$1,500, \$3,000 or \$4,500? As for Brother Freenor's plan of endowment, I find no fault only this: It appears to me that the more we juggle with our insurance the more complicated it becomes.

I for one would be glad to go back to first principles of one policy \$3,000, insurance optional with member, and that would have its sad features, for the wife and children of the game-loving Brother would be left in poverty at his death.

In the '70s I was afraid our organization was doomed on account of the large number of expulsions each month. Our insurance was down to \$1,500, but praise our Father, right has triumphed and our order is bound to live. Our present policy of \$3,000 cannot be secured of a line company for three times the amount it costs now, and fraternal orders outside the B. of L. E. are raising rates, so the old man must quit. Don't do it any more, Brother Conner.

There is but one thing in life, says the man of 70; but one thing in life says the man of 40; but one, answers the man of 20. The man of 20 says it is love; the man of 40 says success; the man of 70 says it is rest. Bro. Geo. A. Clark is right. Give us more rest; give us Sundays. Yes, our lives are short enough. Examine your JOURNAL care-

fully and note the average life of our policies; they are not to exceed about seven years. Come again, Brother Clark.

Brother Craig, I can say with the young man who went to Christ with a question, "All these have I kept from my youth up. What lack I yet?" I have no more friends among the Brothers than the man who lay back resting while the doubler put away the head end of his train and went back after the rear end, and when I was accused by a little two by four official with trying to curry favor with the company by such work, I just quit doing such things.

Brother Dunlap's admonition is timely if he has run three-wheel connected engines and shut off that blow-off cock.

Con. Troller better be careful or we won't read your articles any more.

Fraternally yours,

OBSERVER.

Three Little Chisels.

In the Illinois Central Railroad Shops at Memphis, Tenn., a few years ago there worked an aged machinist, he had but little to say and seemed to spend much of his time in thought, and was regarded by his fellow workmen as "cranky." He was the owner of a fine set of tools which he always kept in his locker, and always refused to loan a single tool under any circumstances. Among his kit of tools were three little chisels that he had used constantly when needed since he was an apprentice thirty years ago. The chisels were all just alike, and were worn so short that he could only hold them between his fingers. Finally one day Sidney Smith, a young apprentice, happened to notice the old man at noon put the three little chisels in his pocket and go out behind the roundhouse, which was something unusual for the old man to do. Sidney's curiosity was at once aroused, and he at once determined to see what the old man's errand was, and wanted to know especially what he was going to do with the three little chisels.

The old gentleman near the scrap pile, behind the roundhouse, stopped and looked all around as though about to do something desperate that he did not want to be

known. He did not see Sidney, but Sidney saw him as he cautiously dropped the three little chisels down among the scrap iron and quickly walked away. It did not take Sidney long to make up his mind to have some fun at the old man's expense.

Of course, the old man was not aware that Sidney had a duplicate key to his locker; that fact known would have been sufficient cause for "something doing." Sidney at once formed a conspiracy among the machinists, and it was unanimously decided to put the three little chisels right back upon the shelf in the locker from which they had been removed and thrown away.

Imagine the old man's surprise when he returned from dinner, opened up his locker, and beheld the three little chisels in the same place upon the same shelf where he had always kept them until he had thrown them in the scrap pile.

The machinists were all watching him as he stood there silently gazing at the three little chisels. The old man did not say one word, but seemed to be much worried, and Sidney continued to watch him.

The next day at noon the aged machinist changed his tactics and threw the three little chisels in the cinder dump. He did not get out of sight before Sidney was in possession of the three little chisels, and put them right back from where they had been removed from the shelf in the old man's locker.

Behold the old gentleman's troubled expression when he returned from dinner, opened his locker and beheld the three little chisels again. He seemed to be lost in thought. The machinists who were watching him thought he was getting superstitious. The old man still kept silent, and Sidney continued to watch him.

That same evening when the old man was ready to go home he again got the three little chisels, put them in his pocket, first satisfying himself that no one was watching him; but Sidney saw him and followed him on his way home on Virginia Avenue.

He had to walk a foot log over a small stream, and there he dropped the little chisels into the deepest part of the water

and continued his journey home. Sidney was watching him, and as soon as the old man was out of sight Sidney stripped his clothing off, plunged into the water and was soon in possession of the three little chisels for the third time. He hastened back to the roundhouse and again put the three little chisels back upon the shelf that had been their keeping place for thirty years.

The old man came down as usual next morning to his work. He paused, looked at his locker suspiciously, and with a trembling hand cautiously opened it, peeped in and there lay the three little chisels. He stood there like a statue for five minutes; he seemed dazed and without the power of speech and unable to move. Finally, he slowly walked away, and during the remainder of his life the chisels were never again removed. The old man never mentioned the circumstance, and Sidney is still wondering what the old man's thoughts were concerning the three little chisels. P. O. RICKMAN.

Tuberculosis.

PHILADELPHIA, PA., Feb. 10, 1905.

EDITOR JOURNAL: In the January JOURNAL is a letter from Brother Gurney on the subject of "Tuberculosis," and which, if you will permit me space, I would like to answer and in doing so become the one sufferer personal. In his letter he gives much valuable information and Los Angeles people deserve great praise for what they have done to relieve and bury those unfortunates. Consumption has been given the name of the white plague, and there are not many places that are exempt from it. Thousands die each year, and while if you believe the papers of the cures advertised, it does seem queer that it is on the increase. The cause first, in my opinion, if it has not been inherited, is in being too lazy to draw a long breath, and secondly, a violation of Nature's laws and a disobedience to God's commands, for it certainly has been a dread disease all through time, if I believe my Bible: in Lev. 26:16—"For their disobedience I will appoint over you terror, consumption," etc.

The physician examines the man, he finds tuberculosis and in his terror he sends you somewhere to get rid of you and you go, which is the beginning of foolishness, for he whom I represent went, and after all the misery of being away from home, found that in a southern city fifty Yankees the year before had gone to their last home from this famed health resort, and he, not wishing to die there, went further south where the air was more balmy and dry and while there saw many unfortunates in just such a condition as Brother Gurney has stated. All they had in the world had been sold to try if it were possible in some strange place to regain their health. In many instances they died and friends at home looked after them. In many cases their friends came after them and brought them home after they had become so bad it was impossible for them to go home themselves. In other cases they died and the sweet charity of strangers gave them a decent burial. In so many cases all expressed a desire that if they had only gone somewhere else—Los Angeles, Denver, Texas—and so many places were mentioned. God pity them, he often thought, better by far had you stayed at home and there suffered and died among those who had known you all your life; and there in the South you can be in your grave as quickly as any place I know of on earth.

Now, take the advice of this sufferer and stay at home if you are suffering with this disease. Don't believe all the doctors tell you about it. A doctor said to a lady friend, "You must go to Florida or you will die." "Well, doctor," she said, "I have just so much money; I find it will cost so much money to keep me in Florida two months and if I go I will have no money to pay you." He scratched his head and said, "On second thought, stay at home, for I do not believe it would do you any good to go away at the present time;" and in all his travels he has yet to see the first man who has actually been cured and stayed cured of a genuine case of tuberculosis. Up north, on his return, he has heard that they are cured by bury-

ing them in the snow on the mountains and feeding them upon raw eggs and milk and he hopes it is true, for in all directions of the compass the disease prevails. In the South hundreds of negroes have it. Take his advice and stay at home, dress not too warm but warm enough, be particular to keep the feet dry, eat all nourishing food, nourish the body in every way you can. If you can stand raw eggs and milk all right, take them that way; if not, try the whites of eggs whipped fine with a little sugar and drink all your milk boiled and the last thing at night a good cup of warm milk. Eat everything that agrees with your stomach and if you are exhausted take good or common whisky, just as you please. The doctors say a man with that disease who drinks whisky is on his road to the grave, and I say that a man who has consumption is on the road to the grave anyhow; and while I am loath to recommend alcohol to anyone, he who is in that condition *must have a stimulant*; but there is danger which must be guarded against. While on his travels he has known of ladies whom their doctors had ordered milk punches for. After being down there a short time, it took about five punches to get them to the breakfast table. Five cups of good hot clam broth would have kept them alive, but do not eat many fish or oysters. In many cases these apparently feed the disease by increasing the cough. Be pleasant and cheerful with everybody and particularly with yourself. Sleep with the windows wide open. Go to work early in the morning; work every day that you possibly can, for you can rest assured the disease will knock you out every once in a while. Go out in all kinds of weather, using good judgment how best to protect yourself against it; bear in mind that you catch as much cold in the house as anywhere else, and to be happy fear God and obey his commandments.

These, Brother Gurney, are the reflections of one of those unfortunates, in the hope that some of his advice may be of benefit to others.

I, personally, turn to the latter part of

your letter, where you sympathize with us in having to hug the stove, and so forth. Bless your heart, my dear Brother, we do not want a place where it is all sunshine and flowers. We have snow now many feet deep. You can hug the shady side of the street, but, oh, what you have missed! We young fellows can run our cutters up to the door of our lady fair and tuck up alongside of her, after we learn to drive with one hand; and as we go, listening to the merry jingling of the bells, we forget it is cold, that it is winter, and more lies can be told in that blissful hour's ride than you will tell in twenty years. But, my Brother, the best part of your life has been lost.

Fraternally yours, C. B. NIXON.

Railroad Employees' Home.

HIGHLAND PARK, ILL., April 1, 1905.

EDITOR JOURNAL: Following is the statement of receipts for the Home for the month of March, 1905:

Div.	FROM B. OF L. E. DIVISIONS.	Am't.
9	\$ 12 00
43	10 00
97	12 00
157	15 00
236	12 00
468	4 00
Total	\$ 65 00
Div.	FROM G. I. A. DIVISIONS.	Am't.
49	\$ 2 00
110	5 00
194	2 00
Total	\$ 9 00

SUMMARY.

O. R. C. Divisions.....	\$ 36 00
B. of R. T. Lodges.....	89 00
B. of L. E. Divisions.....	65 00
B. of L. F. Lodges.....	70 00
L. A. to B. of R. T. Lodge.....	26 00
L. A. to O. R. C. Divisions.....	31 00
G. I. A. Divisions.....	9 00
L. S. to B. of L. F. Lodges.....	17 00
Stations.....	8 87
James Costello, of Div. 270, O. R. C.....	1 00
Discount on me. chandise.....	4 31
Total.....	\$291 20

MISCELLANEOUS.

Box of canned fruit from Lodge 132, L. A. 10 B. of R. T.
Barrel of canned fruit and 12 pillow cases from Div. 147, G. I. A.

Respectfully submitted,

JOHN O'KEEFE, Sec. & Treas.



● Ladies' Department ●

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, MRS. M. E. CASSELL, 927 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Early Spring-tide.

BY PAUL BLAKE.

The year has changed ; three months ago
 'Twas Winter time ; the trees were bare,
 The fields were still enwrapped in snow,
 At night a white mist filled the air ;
 No song-birds fluttered through the hedge,
 The frost made bold the timid fox ;
 Long icicles weighed down the sedge
 Close gathered stood the shivering flocks.

But now along the river's banks
 There buds the creamy meadow-sweet ;
 And iris flags in glittering ranks
 Wave gently as the breeze they meet.
 Though 'tis but Spring, the soft south wind
 Blows warm as if 'twere pleasant June ;
 Come, hoist the sail ; we've left behind
 Cold Winter—Summer's coming soon.

Bad Boys.

When Major-General Crook died, in 1889, the fact came to light that in his youth he was considered a bad boy. While at West Point he stood low in his class, and was so frequently punished for infraction of the rules that he actually hated that institution—so much so that he never could be induced to revisit it.

Grant and Sherman were bad boys while at West Point, and Sheridan was so bad that he came very near being expelled.

All these bad boys afterward became historic, and were anything but "bad" men. How does it happen, then, that they were such "bad" boys? Does it not seem as if there is some mistake about the application of the adjective "bad"?

With too many people, especially instructors, a good boy is simply a dull boy, one who has not enough blood in his veins to make him lively, and not enough spirit to resent insolence or persecution.

The boy who is restive under absurd restrictions, who laughs in the wrong place, who resists unjust punishments, and will not admit that he is wrong when he knows that he is right, is promptly reported as a bad boy, and usually graduates at the foot of his class, if he is not expelled before examination day.

But such bad boys are not dismayed at the frowns of teachers, and the prophecies of well-meaning but ignorant friends.

Like Grant, Sherman, Sheridan and Crook, they grow up to be good men, with big hearts and great brains—men who are loved as well as honored.

Nobody claims that education is in any case a detriment to success, or that the studious boy is to be condemned, but we cannot fail to see that the noisy, hearty, bold and self-reliant boy, so unpopular at West Point, as well as in our colleges, is the boy who makes the biggest mark in the world when he grows into a man.

Study the character of your boys. Try to mold and not to break. Bear with their little oddities, keep near to their hearts, encourage their confidence and believe in their future, and nine out of ten will become all that you wish them to be—good and useful men.

This country is full of mischievous boys whose make-up is full of life and energy, and during their youth they will do many things to work off this surplus energy, that looks foolish and unwise to

older heads; but give these same boys a chance, and bear with them during this exuberant period of their lives, and many of them will be heard from in the future as leading men in every walk of life.

God bless the bad boys.

From Mexico.

MONCLOVA, MEX., March 1, 1905.

DEAR EDITRESS: Having promised the Sisters of Nokomis Div., 314, that I would let them hear from me through the JOURNAL, I will endeavor in as brief space as possible to tell you something about this part of Mexico. Although I have not been here long enough to have seen much of the Republic or even form a very favorable opinion of the place, I am told that one should not judge the whole Republic by this, as this is a very barren portion of Mexico and has a tendency to make the tenderfoot long for the States. And while we realize it is not the most fascinating place to live in in the world, we can have the consolation of saying it would be a good place to die in, as we could leave it with less regret than any place we ever knew.

We are located at Monclova Station (about three miles from the old City of Mexico), which is a quaint old city, and at one time was the capital of Mexico. It has perhaps a population of three thousand souls. The houses are constructed of adobe which is composed of mud with chopped straw mixed in to keep it from falling apart. This is moulded in blocks and laid in the sun until hardened sufficiently to lay with mortar. The houses are usually one-story. The roofs are of mud also, and as there is very little rainfall in this country they make a very comfortable dwelling protecting the natives from the heat as well as the cold. The better class finish their dwellings with a whitewash or cement.

There is very little effort made to grow trees or cultivate the ground as a scarcity of water makes it impossible. In the center of the city is the old church supposed to be two hundred years old. Constant repairs keep the church in fine

condition and it looks as though it would be good for several centuries to come.

The climate is fine. Have had some disagreeable days, but cold weather is very unusual I am told.

There is plenty of game and fine fishing farther down.

Business on the railroad is very dull at present and the engineer finds plenty of time to get acquainted with his family between runs. The railroad company has erected a fine brick hotel and it is run first-class and the proprietors not only give plenty to eat but have the best of service in every way and strive to make your stay here one continual round of pleasure.

The engineers of Sabinas Div., 637, gave their first annual ball in the hotel February 22. Never was the spacious ballroom the scene of more gayety than on that evening. The room was handsomely decorated with flags and bunting. The committee of arrangements spared neither pains nor expense to make the affair a success, and the many expressions of satisfaction received from all sides testified to the terminations that crowned their efforts. At 9:30 as the sweet strains of the Mexican orchestra of twenty pieces came stealing through the evening air, about one hundred and fifty couples headed by Superintendent J. Z. Waters and wife, fell into line as the grand march was announced. At 12 o'clock an elegant supper was served. The program consisted of 22 regular dances and four extras, and at 5 A. M. the orchestra struck up the last waltz to the familiar tune of "Home, Sweet Home," many regretting the affair was over, and upon leaving for their homes voted the engineers fine entertainers.

As I see more of Mexico I will write again. I would like very much to see a letter from Nokomis Division some time soon as that Division especially will always hold a warm spot in my heart, for I have spent many happy hours there with loving friends and Sisters. Wishing all success and happiness, I am,

Yours in F., L. & P.,
MRS. C. C. COULTER.

An Interested Reader.

PITTSBURG, PA., April 3, 1905.

DEAR EDITRESS: I have been reading the ENGINEERS' MONTHLY JOURNAL for some months and enjoy it very much. I am interested in the railroad man's welfare—and why shouldn't I be? I have a brother who is a passenger engineer, and has been a faithful railroad man for years. Some time ago I wrote for the railroad journals. "Mother" Jones, as she was called by the dear friends who knew her, was editress then. I have not heard from her for a long time.

I read the article, "The Value of Books," in the last number of the JOURNAL, and thought how true it was. What a pleasure it is to read and have good books! Every one should learn the value of books. It seems we could be supplied with a few books, magazines, etc., for at the present time they are within our means, and should be supplied for our reading. Children are fond of reading, and so are old people. I have a mother, 85 years of age, who reads and enjoys herself in that way. It is so much better to have the home furnished with bookcases, with good books by good authors upon the shelves for old and young to peruse, than to have them want for books and go elsewhere and get something not good for them to read.

Good books bring us a great deal of pleasure. No matter where you reside, any book or magazine can be sent to you. I do not know what Mr. Oliver, of Casanova, Va., handles in the way of reading material, but I guess we could all afford to subscribe and give a helping hand to a crippled Brother. When we are strong and well we become selfish and thoughtless, and now let us think this over. "The value of books!" What a grand thing it is to have good books! I am glad we are living in the present age, when there is so much to read and learn.

B. K. M.

The Songsters.

Div. 18, Saginaw, Mich., gave a musical and literary entertainment on the evening of March 9 to an audience of over two

hundred. The program was made up of vocal and instrumental music, recitations, dialogues, pantomime and tableaux. The committee sang a song composed by Sister Ellen Hinds, which was so well received that they had to respond to an encore with another selection by the same composer. We will send the words of the songs, hoping they may be sung by others with the same success:

SONG.

Good evening, dear friends, good evening,
We give you a warm welcome here;
We'll try our best to amuse you,
Though each one is quaking with fear.
We're banded together for duty
To our big, bold, brave engineers;
Oh! the wor'd couldn't wag on without them
And the love of the darlings, the dears.

Unity's the name of our Division;
In this there is strength, we all know,
With "Fidelity, Love and Protection"
Our "Honors" to each one we'll show;
Then "Harmony" comes in its order,
With "Charity" close on its heels.
Oh! we love to greet all the new members,
Down, down where the "Billy Goat" kneels.

There are Marys, Maggies and Rosies;
There are Jennies and Jessies and Nell,
Carries, Sarahs, Lillies and Esthers,
And too many others to tell.
We meet every first and third Wednesday
In our good Brothers' hall, right up here.
We were given the unlucky number,
But of "thirteen" we have no fear.

CHORUS.

To the G. I. A. ever loyal,
To the B. of L. E. ever true,
Our colors will stand out forever,
The purple, the red, white and blue.

ENCORE.

There are engineers in many lands
But none to me as 304 stands;
Some say they are queer, and somewhat slow,
But now let me tell you, that's not so.

They say too many unfair things
About our big, good-natured kings:
And all that's left for us to do
Is to stand up for them, wouldn't you?

When they go out with a drag of flats,
East or south on the railroad tracks,
I tell you what, 'tis something mean,
When that old engine, she won't steam.

From New Mexico to Chicago.

It has been some time since Div. 123, Raton, N. M., has contributed to the interesting pages of the JOURNAL and not because we are idle. Some of our Eastern Sisters will no doubt be surprised to know that this little town boasts of hav-

ing forty members. Only three mouths have passed and we have initiated eight members, but this is not what I wished to tell you.

We were informed that Sister Boomer and family would pass through our city on Wednesday evening, March 8, en route to Chicago, and as she was leaving New Mexico for good, we made hurried preparations to entertain her between trains, as other arrangements prevented her from stopping over.

Brother Colip, of the B. of L. E., Mrs. Colip, one of our members, also Worthy Matron of the Eastern Star, and myself, informed all of Sister Boomer's old friends to meet her, which they did and it looked as though all of Katon had turned out. Our guests were escorted to the Masonic Hall where the B. of L. E. had prepared a banquet. After all were seated around the festive board, order was called and Sister DeLong, in behalf of the G. I. A., expressed regret that Sister Boomer was leaving us, and presented her with a solid silver carving set and before she had time to respond, Mr. Donovan, representing the Eastern Star (of which Sister Boomer is Past Grand Worthy Matron), brought forth a set of silver ice cream forks. Sister Boomer was visibly affected by the unexpected gifts of love bestowed upon her, and thanked her friends for the remembrances, but was unable to respond in her usual able manner.

We had the pleasure of a few hours with Brother and Sister Boomer before they left for their new home, and many were the expressions of regret at their departure.

MRS. M. F. SMITH, President.

Minstrels.

The engineers' fine new hall at 164 Canal street, Boston, Mass., presented a merry scene on the evening of April 1, when the members of F. S. Evans Div., 99, gave a minstrel show.

The ladies, numbering twenty, marched to the platform, where the ceiling was artistically decorated, to the catchy music played by Miss Ella Treferen, pianist for the minstrels. The President of Div. 99, Mrs. Woodman, acted as inter-locutor, and made a fine center-piece. After the ladies were in position, Brother Wardwell, ever ready to lend a helping hand, rendered an original poem entitled, "Those Old Back Stairs," referring to the old hall that had recently been leased for the storage of the "ardent." Brother W. was loudly applauded, which was well merited. Twelve of the ladies were attired in white waists, pink skirts, low

shoes with pink bows, and eight in white waists and red skirts. The end ladies flourished their bones and tambo's in good style, and the singing, including solos, quartettes and chorus work, was finely rendered, and their dance steps well executed; all were obliged to respond to encores, receiving many floral tokens.

The usual number of jokes and hits were passed around, and well received by the Brother engineers. Miss Woodman very cutely gave a pickaninny dance, and Brother Abbott, Chief of Div. 61, sang in a pleasing manner "By-gone Days in Dixie." The ladies sang "Old Black Joe," one of the Brothers assuming the character of "Joe." Mr. Patterson finely rendered several selections.

Next in order was a cake-walk by five couples of the black faces. The cake was taken by Sisters Chase and Woodman, who shared it with Sisters Wilmot and Treferen, whose steps were A No. 1. Light refreshments were served to all in the banquet hall by Chairman Sister Talbot and her corps of assistants. It is no exaggeration to say that the show was a great success and enjoyed by all present numbering nearly 400, and the committee, with Sister Place as chairman, are to be congratulated on the result of their efforts.

INS. SEC., E. W.

New Divisions.

THIRD DIVISION IN NEW YORK CITY.

On March 8, Mrs. John Henney Div. 351, was organized with 21 of 23 charter members present. About 100 visiting members were present, representing fourteen Divisions, located at London, Ont., Philadelphia, Trenton, Jersey City, Hoboken, Union Hill, Port Jervis, Long Island, Brooklyn, Middletown and New York City. Div. 234, New York City, had the largest delegation, and to them was indebted for loan of regalia, etc., as well as for valuable assistance Sister Stedman acting Secretary, Sister Squires Marshal. Sister Elliott of Div. 264, of whose work we have had occasion to speak in terms of praise, presided at the piano.

With Sister Ross, Div. 215, Seilig, Div. 234, Butterfield, Div. 264, acting tellers, the following officers were elected: Sisters Doyle and Guide of 234 assisting; Pres. Mrs. Wm. R. Marley; V. P., G. D. Cook; Sec., G. Mornhinway; Treas., J. Callaghan; Chap., C. H. Squires; Ins. Sec., Jas. Bannar; Guide, W. Marley; Sent., G. Edwards. Installation followed, with Sister Donaldson, Div. 272, Chaplain, Squires, Div. 284, Marshal, whose excellent work received many deserving compliments. Pres. Marley made appoint-

ments as follows: P. Pres., P. Steinway; Musician, G. Hill; Marshals, James Ban- nar, P. J. Nagle; Pillars, J. J. Zellar, Maloney, J. R. Edwards, M. A. Hill, who were duly installed. At the close of the ceremony President Marley, in appreciation of services rendered, presented beautiful bouquets to Secretary Stedman, and Musician Elliott a silver bonbon dish to organizer. Ice cream and cake were served to a large number of guests. It was a pleasure to see the new as well as the old faces. Adjournment was made until the day following, when with the majority of new Division present, the entire work of ritual was exemplified. Pres. Marley's past experience will be of great benefit. Later reports give the encouraging news that several applications had been given out, and Div. 589, B. of L. E., had given substantial encouragement to its Auxiliary by donation of a handsome sum.

Loyalty of B. of L. E., loyal support of officers and members of each other, interest and punctual attendance will make the Division all one could desire. Meetings occur 2d and 4th Thursdays, 23d Ward Bank Building.

President Marley entertained and received calls from President Wheeler, Butterfield and Elliott of Div. 264, and Sister Seilig Div. 234 and family.

On the evening of March 9, in company with President Marley, Div. 351 attended the Fourth Anniversary of Div. 264 G. I. A., assisted by Vanderbilt Div. 145, B. of L. E. at Ebling's Casino. It was a privilege and pleasure to accept the invitation, tendered through courtesy of Sister Agur, Sec. of Committee. The reception committee and attentive ushers welcomed their guests most heartily.

An excellent programme was very much enjoyed, especially the vocal solos of Sister Elliott, and recitations and musical numbers on piano, mandolin and violin of the young Misses Cavanaugh, who were wonderful artists in their line. A large and happy crowd participated in the dance which followed. Several figures of the grand march led by Pres. Wheeler and floor director received applause. May each succeeding anniversary be as full of joy and happiness.

Word from Grand Secretary reached me in New York that all would be in readiness to organize at Fitchburg, Mass., March 14, Warren S. Stone, Div. 353, Auxiliary to Div. 191 B. of L. E., named in honor of Grand Chief; left New York March 11, entertained over Sunday at Ayer, Mass., by Sister Beverley, Sentinel Div. 155. A call was made on Sister Moss, also of Div. 155, and to both Sisters are indebted for courtesies shown.

Arriving at Fitchburg, March 13, was

welcomed by Mrs. Mulauey and an interested "crowd" of women who were to become members of new Division, and escorted to the home of F. A. E. Mulauey, at whose home I was entertained. A short time was passed socially, and a part of the evening was spent at the home of Brother Woodworth, C. E. of Div. 191. The day following dined with Sister Woodworth, who with her husband are members of the "Quyle Wood," named for car in which we were traveling companions to Los Angeles, where Sister Woodworth became a member of the G. I. A., since transferred to Div. 99, Boston, Mass.

The organization of Div. 363 occurred in the afternoon of March 14, 27 of the 29 charter members present; the ones absent were initiated the next meeting. Several of the ladies are wives of Brothers of Div. 312 residing at Fitchburg and Sterling. Fourteen of Div. 281, Greenfield, Mass., were present and filled the chairs. They kindly loaned regalia, staffs, etc., for the occasion. Sister Adams acted Secretary, Warren, Musician, Sister Beverley, Div. 155, Marshal of the Day and Installation. The following were elected: Mrs. E. J. Mulauey, Pres.; F. M. Harris, V. P.; J. H. Crowther, Sec.; C. S. Smith, Treas.; G. P. Muzzey, Chap.; F. L. Rowe, Guide; A. L. Fuller, Sent.; H. E. Parker, Ins. Sec.; Sisters Adams, Atwood, Ball Tellers. Sisters Davis and Gibbs otherwise assisting. Installation followed. Sister Hutchins Chaplain. President Mulauey appointed Sister W. H. Cone, P. Pres.; Musician, E. Brigham; Marshals, G. E. Bartwell, D. W. McLeod; Pillars, D. J. Bean, C. Shorey, J. M. Otis, C. E. Mason, and duly installed them.

Adjourned to partake of excellent lunch provided and served by local Division, after which visiting members left on early evening trains. Baskets for use of Guide and Sentinel were donated by Div. 281.

At 7:30 P. M. resumed work, all forms being exemplified. The new Division displayed more than ordinary interest, paying strict attention to instructions. With the unusually large charter membership, resolute endeavor and determination to succeed there should be "no such word as fail." It is some ten or twelve years since my first communication was sent. Div. 191, B. of L. E., calling attention of the Brothers to the subject of an Auxiliary.

We now feel that "patient waiters are no losers," and "all things come to those who wait."

F. A. E. Mulauey and wife with others have worked hard to bring this about. Success to Div. 353, whose meetings occur 2d and 4th Thursdays, G. A. R. Hall, where all members of the order will be welcome.

MARY L. COOK.

NEW DIVISIONS IN CALIFORNIA.

Pacheco Div., 339, was organized at Kern, Cal., on Friday afternoon, Dec. 16, 1904, by Mrs. Lizzie Armstrong, of Div. 106, assisted by the full corps of officers of Div. 104, who came in a body to be present at the organization, and exemplified the work in a very creditable manner, and also gave the new Division a pleasant surprise by presenting them with a ten-dollar gold piece.

In the evening a reception and banquet was given, which was largely attended, and was much enjoyed by all.

The next morning a tallyho ride was tendered the visiting Sisters by the Brothers of Div. 106, and a splendid opportunity to view the many points of interest in that vicinity afforded them.

In the afternoon we repaired to the hall to drill the new officers in the work, and so readily did they respond to instructions that we felt we were leaving the new Division in able and willing hands.

We left on the late evening train, after having spent a very pleasant hour at the home of Sister Murray, and bade good-by to our new friends with many expressions of love and loyalty, and taking with us many pleasant memories of our visit to Kern.

AT POINT RICHMOND.

Echscholtzia Div., 350, was organized at Point Richmond, March 9, 1905, and the meeting was largely attended by members of Divs. 106 and 156. The weather proved to be ideal for March, and the little trip across the bay was much enjoyed by all. We arrived at the place appointed for the meeting at 11 o'clock and found the ladies in waiting. The meeting was opened by singing "America" and a prayer by the Grand Chaplain.

After the work of organizing was finished we adjourned for luncheon, which had been spread in the adjoining banquet hall. It was done full justice to by all present, and the members of Div. 350 have earned a reputation as royal entertainers. The table was loaded with everything to tempt the palate, and between fifty and sixty were seated at the board, which was decorated with the beautiful golden poppy, for which the Division was named.

After the feast we returned to the Division room, when the officers were elected and installed and the ritual work exemplified by the officers of Div. 106, all being present but one, and the station being filled by Sister Carroll, of Div. 156. Undergood of the order, the Grand Chaplain in behalf of Div. 106 presented the new Division with a ten-dollar gold piece.

We closed the meeting just in time to

catch the 5:30 train, and parted amid expressions of good-will on all sides and with the promise of another visit in the near future. LIZZIE D. ARMSTRONG.

Insurance.

TOLEDO, O., April 6, 1905.

SISTER EDITRESS: I am pleased to find that attention is being paid to the V. R. A., and I would like to answer in full public and private letters, but time will not permit; however, I submit a few more facts, which will be helpful.

The monthly rating submitted at convention was as follows:

On each \$500—

Under 25 years.....	40c.
From 25 to 30.....	45c.
From 30 to 35.....	50c.
From 35 to 40.....	65c.
From 40 to 45.....	75c.
From 45 to 48.....	85c.
From 48 to 50.....	95c.

Age attained at birthday previous to date of certificate being used as the basis.

As a concession to those who are already members, it was suggested that they be assessed on age attained on joining, not age attained when the law shall go into force; and, to make further concession to those who joined at an advanced age before age limit was established, allow them to pay the same rate demanded of those who join between 48 and 50.

No member since reaching the age of 45 (I might almost say 40) has paid on an average the full cost of her risk, but, through the generosity of the younger ones, her beneficiaries have been assured full payments.

That a few new members die is true, but in making a fair estimate, we must remember that nearly 2,500 certificates were issued in 1902, '03 and '04, more than one-third the whole number extant. If the other two-thirds brought no more than twice the claims that these have, the V. R. A. would be accumulating a vast surplus for future exigencies. I have always advocated medical examinations, more and more strict, at each convention, and am pleased to refer to results as stated on page 233 in Transactions of Convention, 1902. No applicant is accepted till all questions are answered satisfactorily, and sometimes more questions are plied under the advice of Sister Wilson's physician. If the examination should be more scrutinizing, the delegates should make it so in 1906.

If a law could be adopted to pay but a certain part of the benefit when the member lives but a short time after joining, it would be just to the beneficiary and a saving to the treasury.

Some conditions surrounding the B. of L. E. are not like those we have to meet. Their younger members are more liable to be swept away by accidents than the older ones, hence, bring a heavier burden than our young members do. Then, the G. I. A. is not a labor organization. If it were, and the members were joining by the hundreds to raise the standard of their craft, and we should say to them, "If you join this respected body, you must, health and age permitting, take some insurance," our members would be greatly augmented by young blood.

Our delegates have several times voted against compulsory insurance, and the result is we had 12,000 members in the G. I. A. last May and less than 5,000 in the V. R. A., carrying less than 7,000 certificates.

I wish that our present plan would suffice for all time, but as it will not, it is our duty to adopt a better one. Study the laws of our competitors, and you will find that where all members pay the same rating, the benefit increases as the age at joining increases. Others adopt an age rating based on expectancy, and deduct from the benefit a fair amount for years of expectancy lived out.

All these plans have been evolved to secure justice, and no plan will perpetuate itself unless in some way the cost is honestly and justly distributed according to age.

There are two kinds of criticism, constructive and destructive. I have adopted the former, by suggesting a method to improve our present plan, which I know to be weak. In thus warning and advising I am placing the responsibility on you, my Sisters. Do not evade your duty, but study with a mind open to conviction, and do not allow your vote to be thrown in ignorance or prejudice.

Yours in F., L. & P.,

M. L. ROBERTSON.

A Young Member's Views.

Young in years, as well as membership, I wish to have a word to say in regard to our insurance. I am not in favor of the age rating. I for one hope to live to a good old age. I want to keep my insurance in the V. R. A. I have two policies I have carried for two years. Should the V. R. A. change age rating I will drop them before I get too old.

Live and let live is a real good motto. The old members have made our V. R. A. It is not fair to them, nor is it fair to the young generation. We will not all die young. It is to be hoped not, any way. I am very ambitious for the good of our order, our insurance especially. I have a mother that is a widow, carrying two policies in the V. R. A.; has carried

them for years. She could not and would not keep them were the rates changed. I trust all young members will think well over this subject so that we will hear some knocking from them as well as old members. Remember the Golden Rule, "You should do unto others as you would have others do unto you." We grow older each day we live and I hope as the days go by we can do just as well as the older ones before us.

Yours in F., L. & P.,
MRS. H. A. ELLIOTT, Div. 148.

Our Insurance.

I have taken considerable interest in the letters which have appeared in the JOURNAL regarding the insurance feature of our order, and while I have never before written a communication for publication the proposal or suggestion made by Sister M. L. Robertson, cutting, as it does, at the very foundation of our order—integrity—is a matter that I feel I cannot allow to pass without some expression.

Of course, there are always two sides to an argument, and I am willing to accord Sister Robertson the full credit of a conscientious desire for the good of the order in general rather than any one class, but in making her suggestion I do not think the Sister comprehended its full scope and the fact that it was practically a repudiation of justly-incurred liabilities. We surely do not wish to be classed among the bunco games of the country by, as one might say, advertising a free show and then charging the visitors to get out.

Every member who has joined the order has done so under certain conditions: she has fulfilled all the obligations incumbent upon her, has directly and indirectly contributed to its present success and high standing, and now to say that this faithful supporter who stayed by the order in its weakness should be denied the benefits for which she has paid is little short of highway robbery. There can be no warrant in fact for it and no serious attempt is made to show one. We are not in financial distress, our dues are no higher than they have been, the order has grown to its present strength and is still growing on the lines of its inception; why then should we seek to wipe off the rolls without recompense or apology many of the women who have been instrumental in building up this institution? Many of them are too old to join other insurance orders which they have every reason to believe will respect their contracts and yet by reason of that same age and its attendant general disabilities are unable to pay more than they have heretofore done.

Such legislation would be contrary to

all justice, decency and fraternal spirit and a blow at the integrity of the order from which it would never recover. If anything so radical should be carried out at this time, there will be no security for the future and the very ones who would advocate the change, might and probably will, find themselves at some future time in a class whose rights also are subject to confiscation.

The next proposition we hear will be probably the dropping of members whose husbands have left the road or at least making their dues prohibitive.

Why not? This idea of repudiation of honest contracts can work in more ways than one, and I think we would do well to leave all such tainted methods of "frenzied finance" to the Standard Oil-Lawson pirates.

If new rules are considered to be essential to the welfare of the order, let them apply to the future. Retroactive legislation will repel old friends and supporters and not attract any new ones who possess sense enough to learn an object lesson. There is a law among one of the Eskimo tribes of northern Siberia which requires the execution of people too old to work. Are we edging to steal a little Eskimo thunder? Very truly yours,

ANNABELLE BARBER, Div. 34.

Something to Think Of.

When H. L. Peters, of Oakland, Cal., engineer on the Shasta Express, met his death by an open switch, in all his engine books was found written these words:

To one whose beauty through each changing year is yet unchanged, and through whose eyes I have seen the light and the right; my light when all was darkness and uncertainty, and whose companionship shines with a gentle lustre for all that is good and bright, that shines ever for me in the paths of truth and happiness—my guiding star, my wife.

If every wife could mean this to the husband, how few regrets there would be and how much remorse would be spared if the dear one should be suddenly called away as Brother Peters was.

Of Interest to the Study Clubs.

The following report of the Fort Wayne Study Club will be of interest to all club members. This club was organized in December, 1903, and had for year ending May, 1904, 29 members, all Auxiliary ladies. Although they have a public library, it has been at times difficult to secure references for certain studies. The members of Friendship Study Club manifest a most praiseworthy energy in their work. We regret that they are not affiliated with the City and State Federations. This, however, will follow in good time. Mrs. Rhoda Yates is the Director and Mrs. Helen Carter the Secretary of this bright club.

Another report comes from the Study Club of Toledo. This club was organized in 1898. For the year ending May, 1904, it numbered 23 Auxiliary members and 14 others, making a total of 37. This club is a member of the City and State Federations, and is very active in philanthropic work, the vacation schools receiving a generous contribution from it. The Director, Mrs. Carrie Marsh and the Secretary, Mrs. Jane Utley, have done good work, and interest has not flagged during the year.

There are many clubs to hear from. Blank reports are ready for those desiring them. Send at once, as it will soon be time for the reports of 1905.

C. E. CUNNINGHAM, Chr. P. C.,
904 Wheeling St., East Toledo, O.

TOLEDO STUDY CLUB.

The G. I. A. Study Club of Toledo is made up of members from Divs. 57 and 294, with some ladies who are not members of the order.

Hoping some of our sister Divisions may realize how desirable a Study Club is when they hear what good times we of Toledo have, I am going to write of our meeting held on March 17.

We met with Sister Roney, President of Div. 294. The house was very prettily decorated in green and white, a beautiful Irish flag being displayed in the parlor. The meeting opened with the singing of "America" by the club. This was followed by a piano selection. After the reading of the minutes we had a vocal selection, "The Harp that Once Through Tara's Halls."

The roll-call was responded to with quotations from Irish poets, interspersed with piano selections and recitations. We had character sketches of Robert Emmet by Mrs. Bartlett, Daniel O'Connell by Mrs. Curtice, and St. Patrick by Sister Cunningham.

We were then favored with a very pleasing address on St. Patrick by the Rev. Father O'Brien, after which we all joined in singing "Come Back to Erin" and "The Wearing of the Green."

Sister Roney served dainty refreshments, in which the color scheme was still carried out. Souvenirs were small American flags tied with knots of green ribbon.

This was one of the pleasantest of many pleasant meetings held by our Study Club, and if only members of the G. I. A. would once become interested and organize Study Clubs, we think they would not wish to drop them.

Yours fraternally, C. B. J.

Union Meetings.

AT COLUMBUS, O.

The union meeting given under the auspices of Div. 52 at Columbus, O., on March 14, was a grand success.

The Grand Officers present were: Mesdames Murdock, Grand President, Cassell, Grand Vice-President, St. Clair, Grand Secretary, and Wilson, President of V. R. A. Sister Robertson, Secretary of the V. R. A., was expected, but could not come and it was a great disappointment to us all.

There were representatives from the following

Divisions: 1, 11, 12, 14, 20, 27, 29, 41, 56, 60, 62, 66, 76, 116, 167, 178, 192, 142, 219, 270, 279, 278, 291, 294, 503, 326, 331 and 52, making 28 Divisions.

The meetings held during the day were presided over by Sister Cassell, President of 52. The meeting took on the nature of a school and the ritual work was exemplified in every form.

In the afternoon Div. 52 gave the installation form introducing the beautiful work as outlined in the drill book. The thirty Sisters taking part were all dressed alike in white costumes with ribbons the colors of our order depending from the shoulder. They made a beautiful appearance and were applauded to a finish. At the time of the initiation form Mrs. Fisher was made a member of Div. 52, thus giving an added interest to the work.

At the close of the ritual work Sister Cassell called for remarks from the visiting Grand Officers introducing each in turn.

The remarks of Sisters Murdock and St. Clair were on the general growth and work of the G. I. A., and it was a real pleasure to hear them.

Sister Wilson read a letter from Sister Robertson pertaining to the insurance and made a good talk on the same subject which was of benefit to all.

The Brotherhood men of the city, and especially Div. 34, joined with us to have a grand rally in the evening at City Hall.

We were proud indeed to have with us upon this occasion the Grand Chief, Brother Stone, and his charming wife. Sister Stone also attended our afternoon meeting. An invitation had been sent out to all the railroad fraternities of the city and every seat in the hall was taken. Our Brothers had decorated the hall in a beautiful way and acted as a reception committee.

The meeting was called to order by Brother Humphreys, C. E. of Div. 34, who acted as Chairman, in an able manner.

The addresses of welcome were made by Sister Cassell in behalf of Div. 52 and Mr. Geo. Marshall in behalf of the city. Hon. E. F. Taylor made a very able address and was followed by our Grand President, Mrs. W. A. Murdock, who gave an interesting account of the work of the G. I. A.

Judge Hunter, solicitor for the H. V. R. R., made some remarks, and Miss Cora Humphreys gave a reading which was well received. The speeches were interspersed with singing by members of the Euterpean Ladies' Chorus, said chorus being the pride of Columbus.

One of the pleasing parts of the program was the fancy drill work given by twenty of the members of 52, led by Sister Cassell. It was a combination of the drills of Nos. 1 and 40 in the drill book, and was executed with great beauty and precision. Sister Wolf presided at the piano and the music was inspiring.

The crowning event of the evening was the introduction of Chief Stone, who made a splendid impression by his masterful address. Those of us who have been identified with the work so many years and who have mourned the loss of Brother Arthur so deeply, begin to feel that in Brother Stone we have found another "Elijah." His noble

words when referring to Brother Arthur touched our hearts and we know that the future is in good hands while a man of such splendid principles and Christian character is at the helm.

The entire fraternity of the city appreciated this chance of seeing and hearing Brother Stone, and we trust he will come again. We feel that this was a grand meeting in its entirety and wish to thank all who so kindly helped to make it a success. These meetings are beneficial and instructive and every one should attend them whenever the opportunity offers itself.

AT ERIE, PA.

On March 7, the Ladies' Auxiliary to the B. of R. T. held a union meeting, to which were invited the Ladies' Auxiliary to the O. R. C. and the G. I. A. to the B. of L. E. It was a grand affair. Every little detail was carried out to perfection, and a great deal of time, labor and money spent to make it a success. The hall looked like fairyland with its beautiful decorations. A nice program was rendered, consisting largely of talks for the good of the order by members of the various associations.

The ladies of the B. of R. T. Auxiliaries are holding these meetings in the different cities, which seems to be a step in the right direction. I think if many more would hold union meetings of the Auxiliaries it would bring about a more fraternal feeling among the families of the railroad people, and that a more harmonious condition would exist among them. Although being in different classes of railroad service, we should feel that our interests are identical, that our purposes are one. I hope the Sisters will think of this and lend a helping hand in this direction.

Yours in F., L. & P., CLIMAX.

Division News.

It is with no small amount of timidity that I beg to enter your sanctum and tell you and our sister Divisions something of the workings of Pansy Division, Cleburne, Tex. Our President has appointed me JOURNAL correspondent for the year, and I hope to be able to prove myself worthy of that office without tiring the Sisters or monopolizing too much space in the JOURNAL. Pansy Division is in a flourishing condition and being the largest Division in the Lone Star State, we feel somewhat "puffed up." Indeed we have some very good times, which do so much toward lightening the burdens that all of us have to bear more or less.

We commenced the year with installation of officers together with an experience social and invited the Brothers to participate with us in the fun. Each Sister had pledged herself to earn a dollar and to tell, in rhyme, the manner in which she earned it. The experiences of some were indeed funny, and Sisters Sheeler and Flood carried off the prizes for having had the funniest experiences and the best rhymes. Then followed refreshments and dancing, and it was impossible to

keep some of our staid Brothers quiet when the Virginia reel was announced.

Our latest social event was a private masquerade and surprise on Brother and Sister Moore. This, I think, proved to be the jolliest party we have ever had. It was a complete surprise and the costumes were so well designed that it took Sister Moore a good part of the evening to find out who her guests really were. It would take up a large amount of space to describe some of them, but I must tell you that only one Brother had courage enough to "fix up," and as a washerwoman, Brother Sheeler was immense. Here again Sister Sheeler won the prize, a turnip. And no wonder, for I heard that she actually tore up a comfort to make her costume. Our sedate Sister Febley, to the surprise of all, came dressed as Aunt Lucindy Rainwater, and so well did she represent that character that she, too, was awarded a turnip.

Now, Sisters, just a few more words before I close regarding the raffles which have become so numerous. Personally, I am not in favor of this plan of making money when taken outside of the city or town in which the Division is located. Do you think, when you stop to consider the money expended in getting it up, that it pays? I do not. Pansy Division had a raffle of that kind a few years ago and the money expended in preparing for it exceeded the returns by over one dollar. I have talked with other Sisters and never yet found one who favored this plan. I think if each Division would confine its money making schemes to its own town it would find itself better off financially. I hope that my lengthy paper will find favor with you.

CORRESPONDENT, Div. 194.

On March 24, a very pleasant time was spent at the home of Sister E. Wardle, on N. Second street, Missoula, Mont., the occasion being a social given by herself and Sister J. C. Anderson in honor of Sister F. J. Dormer, of Grand Rapids, Mich.

Sister Dormer and her son are on their way home from San Diego, Cal., where they spent the winter for the benefit of her health. Sister Dormer was a charter member of Div. 101, and is now a member of Div. 22.

Cards were the principal entertainment of the evening, after which a delicious luncheon was served. After lunch several musical selections were rendered by Professor Simpson, Miss Alice Brewer, Miss Janet Anderson, Mrs. Cuttler and others. The prizes were awarded as follows: Ladies, first prize, Mrs. Brewer; second, Miss Alice Brewer. Gentlemen's first prize, Mr. Sheedy; second, Mr. McDonald.

Those present were members and friends of Div. 101. MRS. J. C. ANDERSON.

AS THE members of Div. 53, Minneapolis, Minn., appreciate the services of their officers, especially the older ones who have filled offices for some years, therefore, in order to show their appreciation, they got up a surprise party on February 24 on their Secretary, Sister McLane, and presented

her with a leather upholstered rocking-chair, and in acknowledgment she made one of her quiet little speeches. It proved to be a genuine surprise, as the ladies called on her early in the day, bound to have a long day and a good time, but found her house in a very unsettled condition, not having her breakfast dishes washed or beds made up. She may now see the necessity and hereafter have her housework done up in proper season and always be prepared for such occasions. This perhaps would apply to a great many of our Sisters, therefore they better have their work done, as they never can tell what may occur. Refreshments were served by the ladies, and the company was entertained with vocal and instrumental music by Sisters McLane, Clark, Martin and Hanson, and a few fancy dances by some members of the Division.

For the good of our order throughout, I think if more of these little pleasure parties were adopted it would prove beneficial and dispel dissension, if any exists. I have learned from experience that petty jealousies arise in our order which ought not to occur, but peace and harmony prevail.

A MEMBER.

PINK CARNATION Div. 288, Sapulpa, I. T., wants to thank the Divisions through the JOURNAL that made donations to us for our bazar in December. We certainly appreciate their kindness. Our bazar was a success. MRS. WM. TULL, Sec.

"THERE was a sound of revelry by night," March 16, at Institute Hall, Fortieth street, Philadelphia, Pa. The cause could easily be solved by buying a ticket and entering, where you would have found the ladies of Div. 112, G. L. A., very busily engaged supplying the needs of the inner man with supper and the needs of the outer man by a dance in the upper hall.

It was a great success, both socially and financially, and the ladies deserve lots of credit for the way they worked; also some of their husbands for the help they gave and the many tickets they sold. They realized over all expenses \$160, which makes the ladies feel that their work was not in vain.

We were highly honored by the acceptance of our invitation to Deloss Everett, who, besides coming five hundred miles to lend his presence, gave several of his own compositions of music to be rendered at the dance.

Quite a number of neighboring Division workers were there, and on the whole we feel that the first attempt of Div. 112 to give a supper and dance was a splendid success. We extend our thanks to our many friends, one and all, for the kindly interest and help they gave us.

Most sincerely yours,

MRS. JOHN MATHER, Div. 112.

DIV. 222, of the B. of L. E. and Div. 108, of the G. L. A., Salt Lake City, Utah, gave their second annual ball on January 31, which was a grand success socially and financially. The hall was beautifully decorated and the committee received many words of praise.

The grand march began promptly at 9 o'clock, and was gracefully and artistically led by Brother and Sister Yeates. Over 100 couples made up of Brothers and Sisters and friends were in line with smiling faces and glad hearts, which always marks the characteristic of the engineers.

The Auxiliary is flourishing and is adding many new members to its list. We have three names to ballot on at the next meeting and several more in view.

On the afternoon of February 23 the ladies assembled and surprised our Past-President, Sister McQueeney, and presented her with a Past-President's pin, which was given with deep love and regards that marked the appreciation for Sister McQueeney's many sterling qualities as President of Div. 108, G. I. A., for the year that has passed. The Sisters all join in wishing her many happy days of health and happiness to wear the token in loving remembrance of us all. With good wishes to all, I am,

Yours fraternally,

MRS. M. T. KEARNS, Div. 108.

I TAKE pleasure in informing you and the Sisters of our order through our valuable JOURNAL of an entertainment and ball given by Vanderbilt Div., 264, G. I. A., New York City, assisted by Vanderbilt Div., 145, B. of L. E., held at Ebling's Casino, March 9th inst. The above was to honor our fourth anniversary of Div. 264. The entertainment consisted of high class local talent, the participants of which were friends and members of families of the Divisions.

At 11 P. M. the grand march was started by Floor Manager Brother P. O'Donnell, of 145, and Sister President J. T. Wheeler, of 264, followed by 300 couples under the strains of Prof. Pierce's orchestra, after which dancing was resumed until 4 A. M., when it was decided by all that a royal good time was enjoyed. One of the pleasing features of the occasion was the presence of Sister F. Cook, First Assistant Grand Vice-President.

MRS. WM. DAVIS, V. P.

TUESDAY, March 14, at a call meeting of Texas Pride Div., 196, Longview, Tex., to take the place of the last regular meeting, a delightful lunch was served in honor of the departure of one of the Sisters, Mrs. Mary Sweeney, who leaves us soon for her new home in Laredo, Tex.

The President, Mrs. Hansen, in behalf of the Division, presented Mrs. Sweeney with a beautiful hand-painted china cake plate. Mrs. Sweeney, in well-chosen words, thanked the Division for the beautiful token, and said the beautiful rose surrounded by leaves painted on the plate would always remind her of the President as the rose and the leaves as the Sisters of Texas Pride Div., 196.

We sincerely regret to lose Sister Sweeney. She has been a faithful member, a kind neighbor and a good citizen.

Another pleasant feature of this meeting was the presentation by the Division to our faithful Past-President, Mrs. Z. L. Jarrett, of a beautiful bouquet of white and pink carnations, the flowers of our order.

The lunch for this occasion consisted of turkey, cranberry sauce, celery, two kinds of salad, dressed eggs and pickles, dessert, chocolate, caramel and fruit cake, and coffee. Each guest was presented with a bouquet of violets and maiden-hair fern. Sec.

G. I. A. Voluntary Relief Association.

TOLEDO, O., May 1, 1905.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 75 cents from each member carrying one certificate, and \$1.50 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for same was dated later than March 31, 1905.

ASSESSMENT No. 208.

Died March 5, 1905. Sister Emma Gano, aged 38, of Div. 84, Springfield, Mo. Cause of death, acute Bright's disease. Carried two certificates, dated December, 1901, and January, 1905, payable to F. E. Gano, husband.

ASSESSMENT No. 209.

Died March 19, 1905. Sister Adaline Wakely, aged 51, of Div. 26, Danville, Ill. Cause of death, heart lesion. Carried one certificate, dated September, 1890, payable to John Wakely, husband.

ASSESSMENT No. 210.

Died April 1, 1905. Sister A. J. Jones, aged 65, of Div. 41, Newark, O. Cause of death, pneumonia. Carried two certificates, dated August, 1895, payable to daughters.

ASSESSMENT No. 211.

Died March 21, 1905. Sister M. J. Flynn, aged 40, of Div. 60, Sayre, Pa. Cause of death, heart failure. Carried two certificates, dated April, 1901, and February, 1904, payable to M. J. Flynn, husband.

ASSESSMENT No. 212.

Died March 30, 1905. Sister Alice Martin, aged 42, of Div. 69, Ft. Madison, Ia. Cause of death, typhoid pneumonia. Carried one certificate, dated March, 1899, payable to M. M. Martin, husband.

ASSESSMENT No. 213.

Died April 3, 1905. Sister Ella Tremaine, aged 49, of Div. 23, Corning, N. Y. Cause of death, endocarditis. Carried one certificate, dated March, 1903, payable to L. E. Tremaine, husband.

ASSESSMENT No. 214.

Died April 7, 1905. Sister W. B. Curley, aged 43, of Div. 132, Louisville, Ky. Cause of death, cancer. Carried one certificate, dated November, 1892, payable to husband, W. B. Curley.

ASSESSMENT No. 215.

Died April 7, 1905. Sister W. S. Putnam, aged 30, of Div. 275, Bradford, Pa. Cause of death, tuberculosis. Carried one certificate, dated February, 1900, payable to W. S. Putnam, husband.

Members will pay their Insurance Secretaries on or before May 31, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to General Secretary and Treasurer not later than June 10, or stand delinquent till remittance is made.

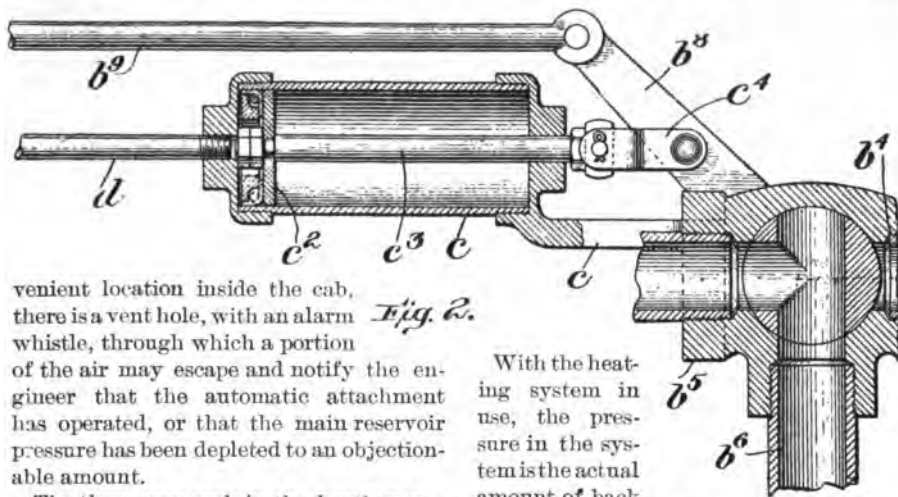
Assessments Nos. 211, 212, 213, 214 and 215 will be paid from the Assessment Fund.

Members in good standing March 31, 1905, forty-nine hundred and forty-one in the first class; two thousand and fifty in the second class.

Every Insurance Secretary should have a death proof blank constantly at hand. Apply to General Secretary.

MRS. GEO. WILSON, Pres. V. R. A.

M. L. ROBERTSON, Gen'l Sec'y and Treas.



venient location inside the cab, there is a vent hole, with an alarm whistle, through which a portion of the air may escape and notify the engineer that the automatic attachment has operated, or that the main reservoir pressure has been depleted to an objectionable amount.

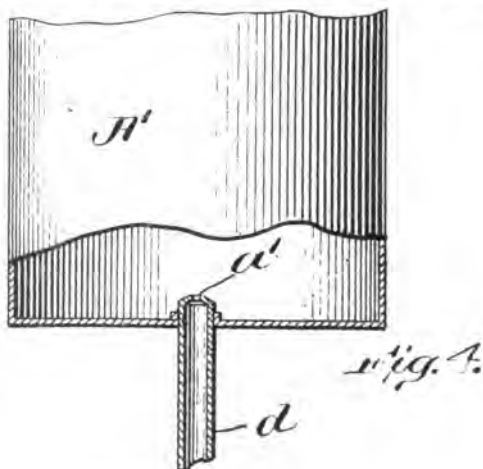
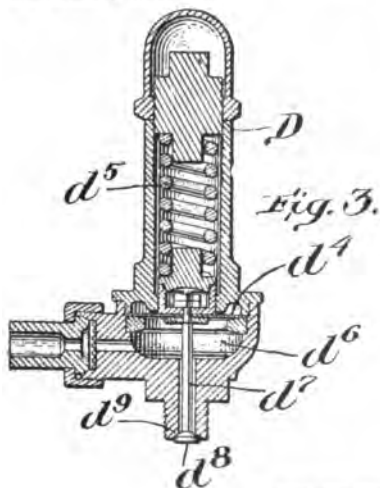
The three-way cock in the heating system is located in the exhaust pipe of the air pump, having levers connected to an operating rod which leads back into the cab, with a handle attached to the inside end inside the cab for operating.

When the operating rod is in the extreme forward position, at an angle of 45 degrees, the exhaust from the air pump is discharged through the three-way cock to the front end or stack. When the handle of the operating rod is in the extreme backward position, at an angle of 45 degrees, the exhaust from the pump is discharged through the three-way cock and the connecting pipe into the reservoir of the heating system.

With the heating system in use, the pressure in the system is the actual amount of back pressure in the pump.

Supposing, for the purpose of illustration, that the engine considered is hauling a high-speed passenger train with a brake pipe pressure of 110 pounds, that the main reservoir pressure is 130 pounds, and the pressure necessary to heat the train is 40 pounds, this latter pressure depending on the locality and length of train. This would mean that, for the pump to operate, it must overcome the back pressure in the heating system of 40 pounds plus the main reservoir pressure, which in this case is 130 pounds, or a total back pressure of 170 pounds.

With these conditions existing, and



CONTROLLING VALVE AND CONNECTION.

with a boiler pressure of 200 pounds, there would be a margin of 30 pounds of the steam pressure over the air plus the back steam pressure of the heating system. Due allowance must also be made for the fact that 200 pounds of steam pressure will not compress 200 pounds of air pressure, owing to the friction of the operating parts of the pump.

The automatic feature is adjusted so that if, from any cause, the main reservoir pressure should fall to an objectionable amount, the exhaust from the pump would be turned into the front end, thus doing away with the back pressure on the pump from the heating system. With the older form of heating system it is necessary for the engineer to watch the steam gauge and change the exhaust of the steam by hand when the steam pressure reaches some predetermined amount. This is an added care which is done away with by the addition of the automatic feature now used.

If the main reservoir pressure is 130 pounds and that in the train pipe 110 pounds, the controlling valve is adjusted for 115 pounds. While the main reservoir pressure in the diaphragm chamber of the controller valve is maintained in excess of 115 pounds the tension of the coil spring is overcome, the diaphragm held in its uppermost position and the pin valve held to its seat. The main reservoir pressure, therefore, in the chamber of the controlling valve will be maintained and the controlling valve remain inoperative.

If the pressure in the main reservoir falls below 115 pounds, the diaphragm will be forced down and the small valve unseated. Main reservoir pressure will then pass through the pipe to the rear of the operating cylinder and move the piston to the forward position. The forward movement of the piston causes the three-way cock to be turned so that the exhaust steam from the pump can pass direct to the stack. The air which passes the controlling valve and flows to the operating cylinder is also free to pass into the pipe connected with the alarm whistle, thus causing a blast of the whistle, which noti-

fies the engineer that the air pressure is falling, also the steam pressure.

When the air pressure has again been raised sufficiently the diaphragm in the controlling valve is raised, causing the small valve to seat and the supply of air to the operating cylinder to be shut off; any air left in the operating cylinder escapes through the whistle. When the steam pressure has eventually reached the desired amount, the engineer pulls operating rod back and the heating system is again in service.

As soon as the pump exhaust has been diverted to the heating system, the pressure regulator, or reducing valve, will automatically close and shut off the direct supply of steam from the boiler.

When the air brakes are released on a long passenger train after a full application has been made, all of the air necessary to recharge the auxiliary reservoirs on the locomotive and cars is drawn directly from the main reservoir on the locomotive, and it might occur on a locomotive having a small main reservoir capacity that the main reservoir pressure would be momentarily drawn to a pressure of 115 pounds, or that to which the controlling valve had been adjusted to operate the automatic attachment.

Although the air pump would restart and almost immediately recharge the main reservoir to its maximum pressure, it would not be desirable that the automatic attachment should operate under this condition.

A small auxiliary reservoir, having a restricted opening, connected to the main reservoir pressure, is therefore used. If, under the condition named, the main reservoir pressure should be reduced to a pressure of 115 pounds, that at which the controlling valve has been adjusted to operate the automatic attachment, from thirty to forty seconds, according to the size of the restricted opening, would be required for the pressure in the auxiliary reservoir to decrease to 115 pounds, or to the pressure at which the controlling valve has been adjusted.

Before this low pressure would be obtained in the auxiliary reservoir and the

automatic attachment would have operated, the pressure in both the main reservoir and the auxiliary reservoir would be increased to a pressure in excess of 75 pounds, or that at which the controlling valve has been adjusted.

The restricted opening cannot interfere with the operation of the automatic attachment, as in case the main reservoir pressure should fall slowly on account of the air pump stopping, the restricted opening will allow the pressure in the auxiliary reservoir to fall equally with the decrease in the main reservoir pressure, and the automatic attachment will operate at the pressure of 75 pounds, that for which the controlling valve is adjusted.

On all locomotives having main reservoirs of small or limited capacity, the auxiliary reservoir in the pipe connecting it to the main reservoir should be used; but on locomotives having main reservoirs of large capacity the auxiliary reservoir and the restricted opening are not necessary, the opening between the auxiliary and the main reservoir being left the full size of the pipe connection.

In case of leaks or other defects in the pipe connections, the cut-out cock can be closed and automatic attachment be made inoperative.

If the heating system is in use for heating a long train, while the auxiliary reservoirs on the cars (which contain no air) are being charged the cut-out cock should be closed, as the main reservoir will be drawn down below a pressure of 115 pounds or the pressure for which the controlling valve is adjusted.

As soon as the proper main reservoir pressure has been obtained the cut-out cock should be opened, and the automatic attachment will be operative.

QUESTIONS AND ANSWERS.

Q.—G. D. F.—Why is it that there are so many driver brakes placed on the back of the drivers? They used to put them all on the front; now there seem to be about as many of one kind as the other.

A.—The location of the driver brake shoes depends, to a large extent, on the design of the engine.

It is desirable, from several standpoints, to put them at the rear of the drivers, but it is often found inadvisable to do this owing to some peculiarity as to engine construction. Where placed back of the drivers it is customary to put the cylinders between the frames just back of the cylinders. Sometimes this space is so small that they cannot be put here without interfering with the link motion, or it may be that they would have to be placed so near the cylinders to get them in that the matter of maintenance would be seriously interfered with.

So placed there is much less strain on the frames of the engine since, placed at the rear, there is a twisting action, due to the power of the cylinder being transmitted through a crank shaft, and the frames are not always designed to take care of this undesirable force which is gotten rid of where the cylinders are placed back of the cylinders.

With the shoes placed back of the drivers there is a great saving of wear and tear on the spring rigging since, so placed, the tendency is to lift the frames rather than to pull down on them when the engine is running ahead; this condition is the one to consider on road engines. In switching engines, where the movements are made in one direction as much as another, it does not make so much difference.

The tendency for the shoe to rise instead of lower produces better piston travel effects as a slight rise will not affect the travel as does a slight lowering of the shoes.

The heavier the engine the greater the effort made to locate the brake cylinders back of the main cylinders, since by so doing a corresponding strain is removed from the frames due to the lack of twisting effect produced, as already described.

Q.—S. B.—We have some new engines on our road that have two pumps on and only one lubricator for them. I haven't heard much groaning from them but am always expecting it, for I don't see how an equal amount of oil will get to each cylinder. Is it the common practice to only use one lubricator where two pumps

are used, and do you consider it good practice?

A.—The general practice is as you describe, that is, to use but one lubricator for the two pumps even when they are on opposite sides of the engine. One or two roads are using a four-feed lubricator on the engine, two feeds being connected to the pumps, one to each. This is, no doubt, the surest way, but as long as good results are obtained by the use of one we should not decide against this as being poor practice until it has been given a good trial. It is certainly the cheapest from the standpoint of original expense, though the wear of the pumps may prove, in the long run, to more than offset the original saving. This is one of the things that will have to be proven out in practice.

Where one lubricator is used it is very essential that extra care be given to the piping, that there may be no sags, and that the connections be so run that the chances for an equal amount of oil reaching each pump will be the same.

Q.—W. K. P.—Some of us got to talking about air brakes the other day and one of us said that some day we would probably have brakes operated by electricity instead of air. Can you tell me whether any electric brakes have ever been tried for controlling freight trains? They seem to have used it for most everything and I would like to know what has been done in this line.

A.—There are electrically operated brakes for electric cars, and electro-pneumatic brakes for elevated road service, that is, the compressed air is controlled by electricity, but the power that actually brings the shoes against the wheels is still compressed air.

We are not aware of any electric brakes being used in freight service.

Back in the days of the Burlington Brake Tests there was a brake known as the Carpenter Brake. This was also a brake in which the compressed air was controlled by electricity. This brake was given a trial at the tests referred to, but unfortunately, or otherwise, one of the wires became disconnected in one of the tests, and when it was desired to

apply the brakes they failed to operate. This failure was accepted as a practical demonstration as to the undesirability of electricity for use in this connection.

Electricity may be said to have been in its infancy at this time and it may be that some means will be devised in the future so that an electric or an electro-pneumatic brake may be used.

Q.—D. K.—I ran an engine the other day and the pump stopped and wouldn't go to work again. I had to take it apart and helped to look it over but could not find anything the matter with it. It was oiled up and put together and seemed to work all right for a while, but finally stopped again. I didn't have time to see what was the matter and want to know if you could suggest something that was wrong and that I could not see.

A.—It may have been the rings in the small main valve piston were loose and that the steam was getting by faster than it could escape through the small escape port that leads to the exhaust port. If the rings were in this condition the pressure would be the same on either side of the piston, instead of its being atmospheric or exhaust steam pressure on one side, as it should be the case. If this were so the pressure on each side of both would become balanced and the pump would refuse to reverse. This defect could exist and not be noticeable to the eye when inspected, as you say was done. To detect this defect it would be necessary for the one making the examination to be aware of the possibility of such a condition and make a special examination to note the condition of the rings.

The small escape port being stopped up or partially so, could produce the same effect.

With this condition existing tapping the pump gently will sometimes cause it to start.

Engine Failures.

J. W. READING, DIV. 286.

GRAND RAPIDS, MICH.

The model engineer confers with his fireman as to best methods of firing to ge

the most satisfactory results, particularly when from atmospheric and other causes engine fails to steam properly.

As heretofore mentioned our progressive engineer wants fire and water closely watched, he wants both in condition to leave a station on short notice should occasion demand it. When leaving a station if there is plenty of water in the boiler and a bright level fire has been maintained the work of the fireman is lighter, and the risk of damage to the boiler less than when the two factors named have been more or less neglected. Our competent engineer has made a thorough study of the matter of cause and effect in all things that pertain to his calling, and the manner of caring for the water and fires around stations is a matter of such importance that he gives the subject his constant attention; he knows that it is a difficult matter to build up a fire, fill a boiler, and get a train under motion all at the same time.

Building up a fire at the time engine is laboring hard to get train under motion necessarily causes frequent fires, the firebox door is open fully as much of the time as it is closed, the fresh coal loaded on the light fire acts for a time like a wet blanket, or a bank, and the results are a rapid falling of firebox temperature and does this just at a time when the greatest intelligent effort should be used to keep the firebox heat, if anything, a little above the normal; with an almost continual inrush of cold air through the fire hole we have the cause that produces the effect of leaky tubes and consequently one of the most common causes for engine failures.

Our progressive engineer never forgets that the company for whom he works has interests that he is bound to respect, and in consequence is continually weighing in his mind the numerous problems which produce the causes for the many mishaps which delay traffic and bring about financial loss; he is anxious to make an economical showing in the amount of supplies used, and tries to handle the engine and train at all times in such a manner that any damage to the engine, cars, or freight in transit will be avoided; he is possessed

of too much good hard sense to take a so called "run and jump" at the cars if couplings will not make after one or two efforts; if the track is bad and he finds it hard to hold engine to rail, he works less throttle and increases the stroke and tries to coax engine and train over the difficult places by using careful judgment and resorting to such means as practice and skill have proven best methods in overcoming this, one of the very numerous causes for damage to the motive power as well as the delay of traffic; he could not be induced for one minute to allow his temper to get the advantage of his better judgment to such an extent that throttle would be jerked wide open and driving wheels be allowed to slip needlessly; he has figured out the effect of such senseless procedure; he has made quiet investigation where side rods and pins have been torn off and seriously believes that the lack of common sense displayed in the handling of the throttle and lever has been the cause of many engine failures, and a monetary damage to the various railway corporations which if accurately known would be something astounding.

Our progressive engineer is not only considerate of the company's property, but will always be found considerate of the feelings of his associates; it would be hard to make him believe, that for some real or fancied grievance given on the part of the trainmen, he could get even by trying to start the caboose first, or by slamming on the brake full emergency; his "bump" of common sense comes into play here just as it does in the matter of being careful at all times and under all conditions of service in the manner that his couplings are made, and in the way he handles his engine when "patience does not cease to be a virtue," even in the matter of slippery rails.

It is the custom of our practical engineer, when being held at meeting points, or when delays occur from other causes, to be spending the spare moments taking into consideration the general condition of his locomotive, he notes the condition of bearing surfaces, looks for loose nuts, set-screws and various other defects; if he

has a cylinder, or valve blow, he makes at these times an effort to locate the same; he also looks for that disagreeable thump, or pound that may be annoying him, and he makes a record on a leaf of his "scratch" tablet of work that may be needed; he has found that these side track investigations save time when he has finished his run and wants to get home; the little notes made of repairs needed are quickly transferred to the work order book and by retaining the original slip he finds it of value as heretofore mentioned; he watches such of his oil cups as may have feeders which are to be open when in service only and lubricator is not allowed to feed while engine is idle, even if only for a very brief period.

Should this competent engineer be unfortunate enough to have a very poor steaming engine assigned to him all details for close firing and careful procedure will be given most extra consideration; when it becomes necessary to "trade steam for water" in order to get from one station to the next and in consequence water level is lower than it is good practice to allow it to go, and as soon as steam is shut off both injectors must be brought into play; he will be particular to note whether there is a good bright fire or not and will have the blower put into service and insist on the fire being kept in a good condition to keep up as high a firebox temperature as it is possible to maintain; he has learned that if steam runs up rapidly after throttle is closed and in consequence pops are lifted, it is not business with a poor steaming engine to shut off blower, drop dampers, or open firebox door because steam is wasting at the pop valve; he has learned that the water being forced into boiler from both sides has got to be brought up to the boiling point, and that while the gauge does not seem to be affected by it while drifting into the station the gauge will surely show it if the stay at stopping point is of necessity only a brief period; he wants this bright fire kept up even at the expense of a waste of steam through the pop valves; if the stop should be for water he will as heretofore mentioned, divert the steam through

the injector to the full tank of water instead of allowing it to be lost, particularly when a freezing temperature exists.

Our competent engineer, the one we have taken for a model worker, is quietly investigating causes for the many mishaps that are liable to occur at any time; when he notes the absence of a signal where a signal ought to be, he feels it to be his duty to consider the absence of the signal a factor of danger and acts accordingly; he makes it his business to report to the proper authority anything that menaces life and property, and feels at all times that it is a part of the business for which he is paid.

After our practical engineer has made the trip and takes his engine to the roundhouse he will, as far as conditions will permit, look his engine over carefully, the amount of time he consumes will depend largely on how much time was spent on side track investigations and how close the last inspection might have been to the home terminal; he wants, in every case, to feel satisfied that when he leaves the engine he is acquainted with any fact in the way of a defect which may be an element of danger; it is not in the nature of this engineer to guess at random as to conditions; his "bump of caution" helps to protect his interest, possibly on his next trip he may save himself no small amount of trouble and inconvenience by knowing that work needed has been reported, and knowing when he starts for his next journey that the work needed has been attended to: if his engine for the trip is in a "pool" it is as much satisfaction to him to know that he leaves things right for the next man as if he intended to make his next trip on the same engine, it is his nature, he is broad enough to "want to do by others as he would like to be done by."

Our competent engineer makes it an important part of his duties to leave his engine with a full boiler of water and also wants the amount of fire left in firebox enough to properly cover grates, yet not so much as might cause pops to lift before fires were cleaned; he has made it a point in times past to note methods in vogue on the clinker pit, he has seen on various oc-

casions the blower and injector doing service at a time when drop grate was down and what little heat there might be remaining behind the flue sheet was rapidly disappearing through the hole caused by the displacement of this grate; he has figured that if he leaves his engine on the coal dock track with a full boiler of water it will not be probable that hostler will work the "sewer" which should be locked when closed, if no other course could be relied upon to prevent its being worked during the cleaning of the grates.

This series of papers entitled Engine Failures ends here; it is possible that I might have given the articles a name that would have been more appropriate; however, the primary idea was to outline the duties of the engineer who wants to make a success of his calling. The old proverb "that a stitch in time saves nine" or "an ounce of prevention is worth a pound of cure" applies strongly here, and the idea that I have endeavored to outline was that by studied effort engineers can prevent accidents and incidentally save themselves disagreeable labor; if a lack of knowledge, or an indifference to a duty which engineers obligate themselves to perform, ended with nothing more than the disagreeable duties of disconnecting or remedying breakdowns they could possibly live through it, but what about the interests of the company for whom they work? and how about their reputation as engineers? Is it not worth their while to be known as masters of their profession? Why not be leaders instead of tagging along behind? And last, but not least, how about losing their positions? It has come about that the engineer out of employment who has not the stamp of intelligence printed indelibly upon his brow, seeks in vain for a situation, and not only himself but the loved ones at home must suffer. I take no stock in predestination, we are what we make of our opportunities; the man that is contented with doing nothing further than to spend his leisure moments discussing the latest baseball game, dog fight, the remarkable flavor of a certain kind of tobacco or cigar, or telling of a remarkable run he made on

a certain occasion, how many "bulls" he had slaughtered once upon a time, and has so much to tell and discuss on lines named that he cannot spare time to attend the Division meetings, "builds his house upon the sands." You cannot tell me that this man is not working out his own destiny; if he is a man that cannot pass a saloon without going inside, if he makes a swill-tub of his anatomy and violates the law of a "simple life" and takes a short cut across from the "path of life" to where the shadows darken, he is working out his own destiny and the shortened life is not something which was foreordained by a living God.

The engineer who makes of his calling a burden, who sees nothing but the wrong, or imposition as he may term it, who fancies perhaps that the whole world has conspired against him, who commences to damn things as soon as he appears upon the scene of his labors, and continues to damn everything, including his train crew, the engine, the officers, and almost everything, animate and inanimate, while making the round trip, is working out his own destiny, and it is but charitable to say of such a man that he is not well, his digestion has gone "hay wire" as it were.

The man who accepts the position of a locomotive engineer on our American railways accepts the responsibilities of the situation, and should be man enough to do his level best to perform the duties that are necessary for good service; the burdens never become lighter by worrying over them. Man is prone at times to have a distorted imagination, and at these times he will be "bidding the devil good morning long before he meets him." Should the expected or the unexpected occur, meet it with every good grace at your command; be brave. If it is not possible to speak kindly to those associated with you, say nothing. "Silence is golden" and no better time could be picked to demonstrate the truth of this old adage.

I expect that the articles written will provoke criticism; to be honest, I hope numerous adversaries may appear upon the field. The discussion of the subject matter should certainly be of interest to

the engineer who reads, who thinks, who wants to progress; there is considerable "dry rot" in this Dear Old Organization of ours. We should come out of our lethargy and recognize at the earliest possible moment that there is not one single member of the B. of L. E. but has some duty, some obligation to perform, and should every Brother live up to his obligations our order would be improved, and the world would be far better because our Brothers have lived.

Electricity—Dynamos—Their Care.

BY EDWARD A. GRISSINGER, E. E.

Through an error in the last paper, Figs. 3 and 4 changed places. To make the correction and facilitate the reading

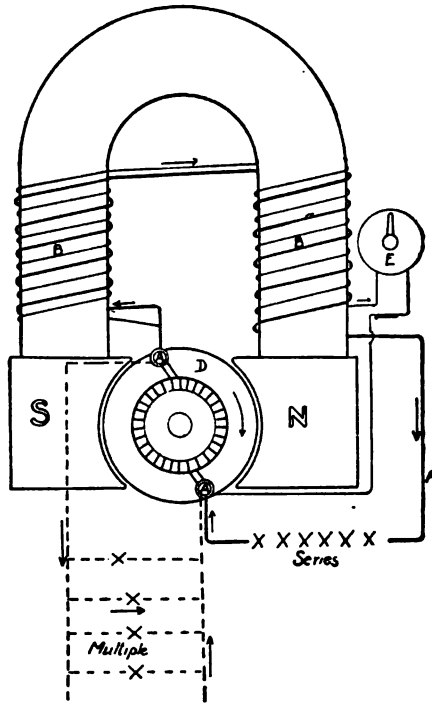


FIG. 1.

of this article, what should have been Fig. 4 is here reproduced as Fig. 1, which is a diagrammatic representation of the field coils, armature and circuits of a compound-wound dynamo. This form

of dynamo will give automatic regulation of voltage. In the figure, N and S are the two field poles upon which are wound the series and shunt coils; B, known as the field coils; A, the brushes for collecting the current from the commutator; D, the armature, and E, a rheostat placed in series with the shunt coils, by means of which the magnetization of the field with the shunt coils can be given a certain value. A series circuit is shown in heavy lines, and a multiple circuit in dotted lines. In the series circuit, such as street lights, any irregularity in one lamp would be evidenced in the others on the same line. In the multiple-circuit system, each lamp is an independent element, yet each lamp is virtually in series with the armature and the series field coils. The readers of this paper will find, however, that in practice multiple circuits are run from compound-wound dynamos.

The compound-wound dynamo is virtually a combination of the series and shunt forms. Part of the main current passes through the shunt coils and rheostat, while all of the current generated passes through the series coils. The operation combines the features of the two machines mentioned. The shunt coils are made up of a large number of turns of fine wire, and the number of amperes flowing is almost constant after the machine has once acquired full voltage. The series coils have but a few turns of wire, which latter must be of sufficient size to carry the full current that the machine will generate at any time. To explain briefly the action of the compound dynamo, it might be well to recall a part of the previous paper, where we note that, with a multiple external circuit, the addition of a lamp across the mains will reduce the external resistance. Since a current divides proportionately to the resistance through paths provided, more current will flow through the circuit whose resistance has been decreased. This would take current from the shunt coils, whose resistance remains constant. But the lamp which has been added is in series with the armature and the series field coils. The current from the lamp

will, therefore, pass through the series field coils aside of the shunt. What was diverted from the shunt coils has been added to the series coils. Loss of current from the shunt coils would cause a drop in voltage at the terminals of the dynamo. Inasmuch as the series coils have had an increased flow of current, they have strengthened the field by just that much, and instead of the voltage falling it remains constant. As a matter of fact, all compound-wound dynamos are made to over-compound; that is, if the voltage at no load is say 500 when running at full load, the voltage would be over-compounded to 550. This is brought about by the series coils alone. Over-compounding is desirable for the reason that the resistance, or losses, in the external circuits increases, and an increase in voltage or line pressure is necessary in order to compensate for such loss and give normal voltage at the points where the current is in use. The percentage of compounding of such a dynamo considers the internal losses in the machine itself. As in the case of the line losses increasing with increased load, so in the armature and coils. These losses vary throughout the range of load, and in first-class machines follow well-defined curves. The rotation of an armature carrying a current tends to demagnetize the field—is a magnet itself, and produces a cross-magnetizing effect. The series winding must assist to overcome such action. There are several other similar actions, which are more or less technical, and can be omitted. In the design of a dynamo, however, all such points are of importance, especially so when close regulation is a necessity.

The street railway motors of this country are operated by a direct current of approximately 550 volts pressure. Such a current, with a few exceptions, is furnished by compound-wound dynamos, either belt-driven or directly connected to an engine. In setting up a dynamo, care should be exercised in selecting a dry place. The machine should be given a good length of belt, to insure smooth running, unless it is a direct-connected

type. Belt-driven dynamos are always provided with an adjustable base, whereby the belt tension can be altered from time to time. A belt always runs better and gives less trouble if there be a heavy sag in it. The under side of the belt should be the taut side. Sometimes this cannot be arranged. A dynamo should run without any vibration, as there are no reciprocating parts. If it is a machine of small capacity, it can be fastened to the floor, but large machines require a good foundation. The frame of the machine should be insulated from the foundation. This is important in all cases. Many readers are, no doubt, familiar with the fact that a spark can often be drawn from a belt running at a high speed. Sometimes on large belts carrying great power the sparks are to be seen passing from belt to pulley, and vice versa. This is static electricity—scarcely any current, but a high voltage. If allowed to exist, and no precautions are taken for prevention, the insulation of an armature or a field coil is almost sure to be damaged sooner or later and serious results follow. "An ounce of prevention is worth a pound of cure" is an old saying. There is no place where this is more appreciable than in the dynamo room. Static electricity can be kept away from the dynamo in a very simple manner. Place any bare electrical conductor at right angles and close to the belt. Connect it to a gas or water pipe, or anything else that leads to the ground. The static charge will gather on the conductor and be carried to the ground.

It is equally important to keep the machine clean in all respects,—also dry. Moisture will do no harm; at the same time, a wet dynamo is to be avoided. Oil about a dynamo has only one place—in the bearings; and since such are self-oiling on all modern machines, there is no reason why oil should be seen around a dynamo. If a bearing throws oil it must be remedied, because oil will deteriorate insulation on an armature or a field coil. In self-oiling machines, the oil chambers should be kept well filled and the oil changed entirely about once a

month—new oil put in, and the original oil removed and filtered for use again.

The commutator of a direct-current dynamo is usually "the bone of contention." The best commutators are made of forged copper, the insulating material used between the segments being white mica, carefully selected, so as to give the same hardness as the commutator segments between which it is placed, thereby insuring uniform wear on the surface. Carbon brushes are used exclusively on the best make of machines nowadays. The carbon should be reasonably hard and close-grained and free from impurities. After a machine is in operation a short time using carbon brushes, the commutator should wear to a deep brown gloss, and run with very little noise. If lubricant of any kind is used on commutator, it should be in very small quantities and not often applied. If the brushes are properly fitted and the commutator begins to wear as it should, lubrication other than what the carbon affords is seldom necessary. Of course, with dynamos whose commutators have an abnormal peripheral speed, conditions will change. With such machines, sparking is very liable to occur.

Sparking at the brushes of a dynamo is always injurious. It may be due to a number of causes. An examination may show that the brushes do not make a good contact on the surface of the commutator. They may not move easily and quickly in the carbon holder. The pressure of the carbon on the commutator should be just enough to insure that it will always be in contact as the commutator passes beneath it. The carbon must move freely up and down in the holder provided for it, so as to accommodate itself readily and rapidly to any inequalities of the commutator's surface. It is a rare thing to find a commutator so true that there will be no up and down movement of the carbon. It is readily seen that if there were a portion of the commutator a little higher than another part, when the carbon left it for a lower portion, if it did not do so regularly and remain in contact the commutation would be momentarily in-

terrupted at that brush and a spark would result. Another frequent source of trouble comes from a dirty commutator—one upon which there has been placed too much of some form of lubricant, which has become sticky, collected dust, and caused the commutator to be covered with minute non-conducting particles. The remedy is to clean the commutator, which can be done by sandpaper in the hand, or placing some of the same upon a small block of wood which has been cut to conform to the contour of the commutator. If a dynamo has been started properly when new and the brushes never allowed to show sparking, the chances are no trouble will ever be experienced with that commutator. On the other hand, if sparking has ensued every day or so, it will soon be found that the commutator segments are slightly worn away in spots, making the surface irregular; sandpapering, adjustment of the brushes, lubrication, etc., no longer avail toward keeping the machine in good operation. What must be done is to remove the armature, if it is a small machine, place in a lathe and turn off enough of the commutator to make it smooth. After using a sharp tool for this work and removing the necessary cut, apply sandpaper freely, so as to acquire the smoothest possible surface. In placing such armature in a lathe care must be exercised to the end that the same is well centered, else the commutator will be out of true with the shaft when finished. In the case of larger machines the turning can be effected without removing the armature. In this case the brushes are lifted and such removed as are in the way for work. A turning tool can be obtained from the manufacturer of the generator which is fastened to the frame of the machine. Then, by running the engine or other source of power at reduced speed, the commutator can be turned up as well as if done on a lathe.

Too much stress cannot be laid upon the care which the brushes and commutator of a direct-current dynamo should have. They must be kept clean, and the brushes given a perfect freedom of motion with light but firm pressure upon the commu-

tator. As long as the commutator runs smooth, quiet and with a good gloss, avoid lubricants of any kind. It is always of value to keep any machine clean in every respect, and this is particularly so of the dynamo. Great care should be exercised that the windings never become wet or receive mechanical injuries from external causes.

After a dynamo has once been in operation and doing regular service, accidents may happen unbeknown, and heavy flashing occur at the brushes, regularly or periodically. This flashing is a serious condition, and will often extend all the way round a commutator. It is possible that it may be due to an open circuit in the armature winding. If an open circuit is present the flash will appear green in color and seem as though it ran all the way round. An open circuit will be shown by the scarring of the commutator at two points diametrically opposite in some windings and 45° apart in others. The scarring has been caused by the sparks. If allowed to continue, the bars at which scarring has begun will wear down rapidly and the insulation between partially destroyed. The spots on the commutator locate the coil which is open. The temporary method of remedying the defect is to place a "jumper" around the bad coil. To do this connect the adjacent commutator segments which have been marked as above mentioned with solder. This will cut out the defective coil. As soon as a new coil can be placed on the armature it should be done. It is unnecessary to put more than one "jumper" on an armature showing but one open circuit.

Another cause of a steady flare is a weak magnetic field. This may come from a field coil having been grounded and some of its turn of wire short-circuited, thereby lessening the number of ampere turns of such field coil. To satisfy one's self regarding the field coils, it is necessary to revert to Ohm's law, shown in an early paper, and with the aid of the formula for resistance calculate the resistance of each field coil. To do this it is necessary to place a low reading ammeter in the shunt field circuit, measure the cur-

rent strength, and then with a voltmeter measure successively the voltage on the outside of each field coil. With the current flowing and the voltage, the resistance of the coil is calculated at once. If there is a material discrepancy in the resistance of one coil as compared with the others, showing a much lower reading, that coil is undoubtedly out of line, and should be marked, removed at the first opportunity and repaired. When machines are erected after having been dismantled, a field coil might be placed wrong, producing a north pole when it should have been a south, or vice versa. Many machines will evidence such an error by a failure to give full voltage, while others which have a wide margin in field magnetization will show full voltage, but the moment a load is placed on the machine heavy flashing will occur. Under such circumstances it will be found necessary to shut down and remedy the error before proceeding farther.

A troublesome occurrence in many railway stations is so-called "bucking" of a generator. This is virtually a short-circuiting of the armature. A heavy flash extends from one brush to another, a loud report, and, unless the protective device operates successfully, off goes a belt, the engine slows down, or something gives way. Such an occurrence is usually due to a heavy and sudden overload on the machine. It may also be due to the brushes not having the best position with reference to the field poles. Some machines will stand very hard usage without "bucking," while others will do it with the slightest provocation. "Bucking" is always severe. The commutator is blackened and carbon holders blistered with the flash. The remedy is, to be sure the brushes are properly set, and keep the circuit breaker (a protective device) clean, and in such condition that it will open up under such service as would make the machine buck.

The Model Engineer Not Possible in Pool.

McCOMB CITY, MISS., March 16, 1905.

EDITOR JOURNAL: In looking over the March number of the JOURNAL, I was

greatly impressed by the marked improvement both in the number and matter of the contributions to the Technical Department. I read with deep interest the contribution of Brother Reading, and while I must congratulate him on his exceedingly well-written article, I am compelled to rank myself with the critics, which he for good reason expects, to assail his position.

The model engineer he sketches for our pattern may belong to some other planet, but he certainly is nowhere to be found on earth, in the employ of any of our large roads that are cursed by the pool system in the year of our Lord, 1905.

In the good old days when Brother Reading and first went running, his model engineer could very well exist, for at that time the engineer owned his engine, or at least, thought he did, and he took a corresponding pride in keeping it up in the best possible shape. When he had sufficient rest he came down to the roundhouse and tinkered around his engine in his spare time, and in consequence he knew at all times the condition of his machine, so that engine failures were few and far between. But alas! things have changed, I fear, for the worse, for the various companies have impressed upon us the fact that they, and not we, own the engines, and as a result the pride we used to take in them is fast passing away, and now the most successful engineer is he who can fan a train over the road in the quickest time, and if anything goes wrong, contrives to throw the blame on the other fellow.

As a matter of fact, it is an impossibility for an engineer running in a pool to do half the things which Brother Reading makes his model engineer do before leaving time. In the name of common sense how is it possible for an engineer who is called on an average one hour before leaving time, to get out on time if he begins to try and do half the things Brother Reading makes his model engineer do. He has, if called during the night, to get up, dress, wait until something is cooked for him to eat (for I suppose a model engineer must eat the same

as the balance of us), all of this takes up the half of his available time, so that it is within thirty minutes of leaving time before he reaches his engine. By the time he gets a light and changes his clothes another ten minutes has elapsed and he now has twenty minutes to oil around, get on his train and pump up and test his air. But even if he had ample time to make the thorough examination suggested by Brother Reading, it would be practically impossible to do so at most places where I have been located, as the engine is generally turned out on a track where there is no pit, the ground being saturated with oil and the brake gearing so low that it would be foolish for a man to crawl under except in a case of emergency, and if he got hurt in so doing the claim agent would console him by telling him that he had no business under the engine, as there were men paid by the company for doing such work.

Of course, I concede and have always held, that the companies which employ us are entitled to receive our very best services, and any practical pointers which will help us to become better engineers will be thankfully received by the majority of the rank and file; but I cannot help expressing my conviction that it is detrimental to our interests when a Brother of Mr. Reading's ability sketches out a line of duty for us to pursue which is practically impossible and which is liable to cause some official who knows no better to discipline a Brother for failing to do that which Brother Reading makes his model engineer do with ease.

I will watch with interest the succeeding articles of Brother Reading's and if they are helpful and practical I will be glad to endorse them; but if, on the other hand, his model engineer continues to do impossible things, I will not fail to take issue with him.

Fraternally yours,
ALEX. M. STEWART, Div. 196.

The Engineer of the Future.

MISSOURI VALLEY, IA., April 2, 1905.

EDITOR JOURNAL: Of late years a great deal of discussion is heard among engi-

neers and firemen regarding their life and work and the hardships they have to endure from the time they are first hired as firemen. A few days ago a number of engineers and firemen were discussing the question—does it pay a young man to take a position of firing a locomotive and working for promotion to the position of engineer? One engineer in discussing the question said he would not advise a young man to seek employment as locomotive fireman; if he wanted to go into railroad service get into some other department, that firing the large engines now in use on most of the railroads was hard work, and when a fireman got promoted to the right hand side of the battleship he has a poor job and more responsibility.

Suppose a young man got a position as fireman. He is put on the extra board and only earns about enough to pay his board for the first six months; then perhaps he will get a few months' steady work; then back to the extra board again, owing to how business on the road fluctuates.

It will be two or three years before he gets a steady run. He will have five to ten years or more; then if he hasn't ring-bone or spavin, or other ailments, he is promoted and is put on the engineers' extra board, and hardly makes expenses, and if business on the road gets slack is set back firing until the next increase of business comes. After about fifteen years from the time he commenced firing he may get a steady run as engineer, and counting the time he has lost by being on the extra board as fireman and engineer, he is no better off financially than he was at the beginning. He has suffered all kinds of hardships in blizzards, snow-drifts and rain storms, and worked most of the time on night runs, and lived on food usually sold at the railroad lunch counters, called "boxing gloves," and stale coffee to wash them down. It is a wonder how men can live as men in engine and train service do and have reasonably good health.

After putting in the number of years as fireman and engineer the unexpected happens and then he loses his job. He is now

too old to get another, as he has got beyond the age limit. He has put in the best part of his days on a locomotive and nothing to show for it. If a man in any kind of business cannot accomplish anything or save any money in fifteen or twenty years, he has been a failure unless he has had sickness or some other misfortune.

A fireman in discussing the question said "he thought before he got a position as fireman that he would like to run a locomotive, as he thought engineers had a good position, but since he had seen by experience what engineers had to contend with and the amount of coal a fireman had to scoop before getting promoted and a chance of his being turned down on his final examination, he was thinking of looking up some other kind of employment while he was yet a young man."

As long as there are locomotives in use on the railroads there will be men to run them. Young men are not hired for firemen only; they are hired for the purpose of making them engineers, and the railroad companies should try to get good men and after they get them try to induce them to stay and not be too technical in the examinations for promotion. The position of an engineer is an important one, both to the company which employs him and the public, but a technical education does not always make a good engineer. An engineer should have at least a common school education and have a practical knowledge of combustion, boiler construction and valve motion, and how to block up breakdowns. He must also have a practical knowledge of the air brake, as it requires skill to handle long trains and do good braking.

There is no doubt but what it would be better for the profession if locomotive engineers had a college education, but there are very few young men who are well educated that are looking for ten or fifteen years of hard work as firemen to get to be engineers, and then perhaps lose their position by making some mistake in a short time after being promoted.

Mistakes are sometimes costly both to the company and men on the engine, but

I think railroad officials in disciplining men, should not take snap judgment; they should consider well before discharging men for unintentional mistakes. Men do not like to lose their positions after working for years to get them, and after they get their homes established and paid for.

Railroad officials should be broad-minded and just in dealing with the men. I think it would bring about good results if the Division officials and men would get together once a year and discuss questions that are of interest to all concerned.

Fraternally yours,
GEO. H. CONNER.

An Engineer's Kit.

PHILIPSBURG, PA., April 6, 1905.

EDITOR JOURNAL: While looking over the JOURNAL for this month I noticed an article written by Brother Reading, where-in he gives his opinion of what constitutes a practical, competent and successful engineer, in which he says a practical engineer always carries with him a satchel, inside of which he keeps an extra collar, shirt, handkerchief, soap, towel, brush, comb, memorandum book, tablet, time-book, and such tools as calipers, dividers, thread gauge, two or three files, and a coil of wire and nippers to cut the same with, two or three small monkey and alligator wrenches, and I presume he forgot to say anvil and a hydraulic jack. The value of such a grip, Brother Reading says, is without a known limit, and further says it does not take up much room. Most surely all those tools are not only a matter of convenience, but an absolute necessity to have on the engine; but why should the engineer buy them himself and lug them around from one engine to the other when they are used for the company's benefit? Why is it that the company's machinist, blacksmith, painters, carpenters and other employees do not lug their tools from shop to home?

It is often maintained that it is bad policy for a small railroad to build its own locomotives; nevertheless, it is doubtless true that locomotives can be built more cheaply in a small shop when aided by a

score of skilled mechanics than by a single individual out on the road while he is overloaded with a hundred other duties. Small shops are often accused of being slow and behind the times; so are some engineers who are always tinkering around the engine when trains are to be moved along under quick orders. If railroading were like it was years ago when every crew had their own engine, and when the telegraph offices were at each end of the road, and when trains lay for hours on siding waiting for some train, then the matter of not only a satchel filled with private tools would come handy, but we could have on the engine a bureau, bath-tub and a hammock, and they would not be so burdensome to the engineer as a satchel to lug around from engine to engine, with dinner pail, overclothes, lamps, oil cans, torches and other things that go to make up the engineer's and fireman's kit of today.

Fraternally yours,
T. S. KEATING, Div. 467.

We trust Brother Reading, who has had a long and varied experience in railroad service, will take no exceptions to Brother Keating's rather sarcastic allusion to his satchel suggestion, as Brother R. doubtless realizes that there are pooling conditions which are not calculated to make men feel pleasant, or give them opportunity to do all that he has prescribed for his Model Engineer. Hence he will naturally expect some of those in disagreeable pooling service to say things in a vigorous way. But we think the discussion may tend to better these conditions if the evils are pointed out, and reasons stated why better service cannot be given without change in the system. Sarcasm is never convincing; facts are. So we hope our correspondents will deal in facts, and be liberal enough to allow each to express his opinion that all may profit by the discussion.

EDITOR.

Help is Better Than Criticism.

CUMBERLAND, MD., April 3, 1905.

EDITOR JOURNAL: I see in our March JOURNAL an article about a breakdown by a man off some old trunk line in the East, written by a Brother coming home from Los Angeles,

I have been running on an eastern trunk line, namely, B. & O., for over thirty years, and I think if this company had an engineer that did not know what to do in a case like the one to which he refers, it would discharge him. If true, it says very little for the man who was running the engine and less for the company that has such men in its employ. It also speaks very little for the Brother on the bank. Why did he not get down, if he did have on his trotting harness, and just help enough to show the engineer his mistake?

Brother, if you cannot write anything for the JOURNAL without showing the mistakes of some poor weak Brother, if there be any, don't write.

Fraternally yours,

DAVID M. LINN, Div. 337.

Too Crusty to Take Advice When Given.

BROOKLYN, N. Y., April 7, 1905.

EDITOR JOURNAL: I do not wish to start a controversy through the JOURNAL, but would like to make a few concluding remarks regarding my article about breakdowns in the March number, thereby, perhaps, vindicating myself from the somewhat harsh criticism of my Brothers of Divisions 526 and 439. The Brother I wrote about simply made a mistake in stripping the disabled side, that's all. As it was not necessary, he put back the main and back side rod and made his running time to the end of his Division.

He did not touch his left main rod to take down the forward side rod, but it was not the mistake I wished to emphasize, as we have all made them, but it was the way he treated his fireman, who meekly tried to call his attention to the mistake, also to your humble servant, who has been compelled to take down more than one of the same kind, and who politely attempted to "butt in," introducing myself by my traveling card, although I could not do much manual labor as I had my "glad rags" on, but simply tried to suggest that he could use the main rod on both sides, when he gave me a M. Y. O. B. look, like a turkey looking into a bottle. Well, I may be thick about some

things, but it is not necessary to give me a kick to convince me that I am not wanted, so there was nothing else for me to do but to retire to my "high hoss" on the bank and watch proceedings; and mind you, what made it more interesting, we had had no breakfast yet and it was about 9 A. M., and the "grub town" about two hours away yet; so you can imagine how I felt to see him wasting so much precious time taking the main rod down, putting it up on the pilot beam and then take it off again and put it on.

I hardly think you can call me an upstart trying to down an old man, but am an old man willing to try and help any upstart, as I have run most thirty years. The passenger I was talking to was a relative traveling with me, and our talk was confidential after I had been rebuffed.

I could not help comparing the treatment of his fireman with my past, when I was firing. If we slipped an eccentric or broke down in any way, the engineer handed me the tools, here Con, take her down and fix her up to get in, and if I went wrong he would show me, but if right he said nothing, thereby teaching me in a practical way; and I never heard of an engineer before who was not willing to listen to or help his fireman.

I believe the engineer and fireman should work together and help each other, and when an engineer is too conceited to listen, he of course cannot be helped, whatever your disposition to do so. I realize that I should have made his attitude a part of my previous letter.

Fraternally yours,

CON. TROLLER.

A Pointer Thankfully Received.

BOSTON, MASS., April 3, 1905.

EDITOR JOURNAL: After reading Bro. Con. Troller's letter on page 252 of the March JOURNAL, I would like to tell of helping an engineer out, who was in trouble through something that happened on our way to the Los Angeles Convention.

On our first moving after leaving Colorado Springs we had a compound engine pulling the train and she broke a transmission bar on the right side; the engi-

neer took off the broken parts and clamped the valve stem, but the engine was on the dead center on left side; the engineer got a jack and put under the back end of main rod left side, but the engine was too heavy to be moved that way, so gave it up.

Someone in the crowd that had collected said to the engineer in a quiet way, "Unclamp your valve stem and give her a little steam and she will move off the center" (main rod had not been taken down), so he did and it worked O. K., and the train was only delayed thirty minutes. The engineer was very thankful for the information.

We are all liable to mistakes and a little advice comes in very handy sometimes.

Yours fraternally,
MEMBER BAY STATE DIV.

Bro. Hoyt's Train Order.

AURORA, ILL., April 4, 1905.

EDITOR JOURNAL: In reply to Brother Hoyt in regard to not finding my obituary in the March number of the JOURNAL, I wish to state that he will find me very much alive before we are done with this discussion as to train rights and superiority.

Before answering his question in the January number of the JOURNAL, I noticed a mistake was made in either the number or superiority of trains. This I allowed for and took the order as it read. The question at issue is this: Brother Hoyt received the following order when pulling Train No. 32:

No. 32 will take siding and meet First No. 31 at C and Second No. 31 at B.

He asked, "What shall I do at B, take siding or hold main track?"

I contend that the order directs No. 32 to take siding at both C and B.

In the April number of the JOURNAL Brother Hoyt asks me this question: Suppose you received this order.

Train No. 32 will run in advance of time A to B, keeping clear of Extra 467. What would you do?

In reply to this will say, the order is not in regular form under Standard Code and would not or should not be issued. If, however, I received such an order I certainly would not leave A in advance of time unless Extra 467 had arrived there. In this case I would expect the order to read:

On arrival of Extra 467 South at A, No. 32 may leave ahead of time.

Referring to the rights of extra trains, I will say that they are equal in Pennsylvania and Illinois, and wherever the Standard Code is in effect. I will, therefore, make an effort to convert him to my side of the question.

For an example, let us suppose that A

is the eastern and M the western terminal of a division. That shortly after midnight on a certain date the following order is issued:

Order No. 3. To C. & E. Eng. 363 at M: Eng. 363 will run Extra M to A.

With these orders in effect we have two trains moving in an opposite direction, with no time table authority, no class, no schedule, and therefore can have no superiority until order No. 2 is delivered. This order reads:

Extra 364 West will meet Extra 363 East at G.

Engineer and conductor of 364 each receive a copy of this order at F. Engineer and conductor of 363 each receive a copy at H. Order No. 2, therefore, makes 364 superior F to G, and 363 superior H to G. At meeting point G, provision is made for one to take siding. On some roads this is done by special rule, on others by practice, the train holding main track being the one moving in the superior direction as indicated by classified trains. Sum this up and we find the result. Orders No. 1 and 3 gave Extra 364 West and Extra 363 East equal rights. Order No. 2 made Extra 364 West superior F to G, and Extra 363 superior H to G.

To those of you who are running against the current I wish to call attention to a few of the definitions that are found on the front pages of Book of Rules, and with these properly digested you will, no doubt, take the nearest crossover and pass from the wrong to the right track. Here we find:

Extra Train.—A train not represented on the time table.

Superior Train.—A train having precedence over other trains. A train may be made superior to another train by right class or direction.

Right is conferred by train order: Class and direction by time table.

Train of Superior Right.—A train given precedence by train order.

Train of Superior Class.—A train given precedence by time table.

Note in particular class and direction is conferred by time table, and as an Extra is not represented in time table it cannot have either class or superior direction.

Knowing that there are a great many holding the same opinion as Brother Hoyt it would be interesting to have you express yourselves in the columns of the JOURNAL. It would not only be interesting but beneficial. It looks unimportant as to the rights of Extra trains, but when an order such as Brother Blaisdell received comes to us, it is very important that no mistake be made.

I will be disappointed if I do not get an answer from Brother Hoyt in the next number of the JOURNAL.

Thanking you kindly for past and probably future space in your valuable JOURNAL, I remain, Fraternally yours,
 JAMES LENAHA, Div. 32.

Went Lame--Lubrication.

SOUTH BALTIMORE, MD., April 3, 1905.

EDITOR JOURNAL: As I have had a case in my experience of locomotive running very similar to that related by Bro. T. S. Keating, on page 338 of the April JOURNAL, I would like to state my experience in answer to his letter.

On December 20th of last year, I left Baltimore for Brunswick, with one of our heavy freight engines of the Wootten pattern, hauling a very heavy train of empty cars. There was about ten inches of snow on the ground which made the train run much harder. The first ten miles of my run was made with fairly good result, considering the train and weather. After this my engine began to go lame. I was particularly anxious to make a good run, as there was a fast freight following which generally consists of from three to five sections, and I knew if I "knocked this train out" it would call for an explanation.

When I arrived at the first water station I oiled up as quickly as possible and looked over the valve gear, and everything seemed to be in perfect order, as far as I could see without getting under her, and as the valves had not gotten so very bad yet, I concluded to "drive her" till something showed up; all the time I was trying to cipher out what could be the trouble. I had run my water to two gauges to make sure I was not carrying too much. I examined my lubricator and it was feeding fast as the scant supply of oil would allow. So, having satisfied myself that there was no mismanagement on my part and being confident there was nothing wrong with the machinery, I was certainly puzzled to know what the trouble was. The farther I went, the more lame. Finally, she got so lame that she almost quit. So I decided to stop and make a thorough examination. I knew I would not have any trouble to stop, but I was wondering how I was going to get started after I had stopped. Everything indicated that I had a very loose or slipped eccentric. However, after a very careful and thorough examination, I found everything to be in good order; so I decided if I could start the train again I would keep going. To my surprise I got my train started the first effort, and what seemed a greater surprise, she seemed a trifle less lame than she did before I stopped. This led me to believe that the trouble must be insufficient lubrication,

as all the reason I could assign for the improvement was that after standing ten or fifteen minutes (which time I consumed in making the examination and waiting for the flagman to come in), the oil had a chance to get to the valves in a larger quantity than it had before and thus lubricate the valves more thoroughly. After arriving at this conclusion, I set the lubricator to feed considerably faster, in fact, I set it to feed very fast for a short time.

By the time I arrived at the next passing siding, I had the fast freight "fixed" for twelve minutes; my supply of cylinder oil that I had drawn for the trip was gone, and there was a message from "D. O." to "explain why," but I had my valves set.

Now, had I not been a man who believes in preparing for war in time of peace, I would have been in as bad a position at that time as I was before, but I always carry an individual can and save up a little "salvation oil" to use in emergency cases.

It is obvious that the cause of my trouble in this case was that the valves were not properly lubricated; but I am yet at a loss to know why the engine should have required an unusual amount of oil. I have had fairly good results on other engines, using no more oil than I did on this engine before the trouble showed up. Dry valves will usually groan and let one know where the trouble is, but this did not.

If there could have been any other cause for Brother Keating's trouble and mine, I would like to hear some other Brother express his opinion.

Fraternally yours,
 J. T. A. STROUP, Div. 97.

In answer to Brother Keating's question, Bro. H. Gray of Div. 221 says in part, "The Brother states that the engine would not start." A locomotive in perfect order must start when steam is applied and the trouble should be easily seen, that when the engine stopped the side that was receiving steam was on the dead center, and the engine on the opposite side had some foreign substance in the steam pipe.

Bro. Fred Nihoof of Div. 603, says, "Bushing in cylinder had turned."

Bro. Wm. Wilcox, Div. 219, says, "The trouble was in the rocker-box. It probably got hot and stuck."

Bro. W. M. Calkins, Div. 517, says, "I think the Brother forgot to draw oil."

Bro. W. L. Heath, Div. 530, says, "I think it was a cylinder that had been bushed and the bushes had gotten loose

and turned so as to close the parts of the cylinder."

Bro. J. F. McGraw of Div. 420, also says a bushed cylinder would, of course, cause the result complained of. ED.

PORTSMOUTH, OHIO, April 4, 1905.

EDITOR JOURNAL: Please allow me space to answer Brother Keating's question which appeared in the April number of the JOURNAL. The trouble with this engine was the cylinders had been bushed and the bushing in one of the cylinders was gradually turning, thus making the engine lame, and at last cutting the steam off entirely from one side. Then when the engine was stopped the side that had the admission of steam to the cylinder was on the center. E. A. LINDSEY, Div. 584.

Night roundhouse foreman asked me to have this question appear in our JOURNAL. I would appreciate the fact if you would allow it space. Was running an engine that had a D 8 brake valve with the pump governor connected to train line and controlled by train-line pressure, which would allow main reservoir pressure to pump up nearly equal to steam pressure of the boiler. Just before applying my brake one day I placed the brake valve on lap and the brake made a nice service application without me making a reduction in the train line at all. No leaks in the train line or auxiliary connections, no leak in the pipe running to air gauge. What was wrong with this brake that caused this trouble?

ROUNDHOUSE FOREMAN, Portsmouth shops.

EDMONTON, ALA., March 15, 1905.

EDITOR JOURNAL: As to "Member of Div. 496's" question, would think there was an obstruction between equalizing chamber and small drum, but not complete stoppage, thus causing heavy blow at first and equalizing and raising pressure on gauge while on lap.

JAS. G. ENTWISTLE.

Please allow this train order space for discussion. Engine 352 will run as passenger special leaving Pulaaskia on the following schedule having right of track over all trains except first class:

Leaves Pulaaskia, 6 a.m.; Draper, 6:25; Allisonia, 7; Rich Hill, 7:30 a.m.; arriving at Chestnut yard, 8 a.m. Rich Hill is a blind siding and you are on a second-class train, can you go after 7:30 p. m.? Rules of the road is a train 12 hours late loses its rights, and all orders held by such train are annulled; this order has caused quite a lot of debating. Let us find what the Brothers say about it?

Yours fraternally, E. A. L.

Answer to Bro. Lenahan's Order Question

PITCAIRN, PA., April 4, 1905.

EDITOR JOURNAL: In answer to Bro. Lenahan of Div. 32, would say the order received at A, "First and Second No. 8 has right over No. 6 A to M, regardless of No. 6," gives train of superior right of track against one of superior right to designated point. If the trains meet at designated point, the train of inferior right must take the siding, unless rules or orders otherwise indicate.

Under this order, if train of superior right reached M before the arrival of No. 3, No. 6 could proceed to next siding, provided it keeps clear of the schedule time of No. 3 as many minutes as No. 3 is required by rule to clear time of No. 6. If No. 6 reached point beyond M, the conductor must stop the train where it is met and inform it of its arrival.

Order No. 2 which states that First and Second No. 8 would meet First No. 6 at L, means trains meeting at designated point, train of inferior class must take the siding, unless otherwise indicated.

No part of Order No. 1 superseded or annulled gives First and Second No. 3 perfect right to run from L to M regardless of Second No. 6 taking siding at that point.

Yours fraternally,

E. E. SWANK, Div. 325.

What Caused Brakes to Set?

NEVADA, MO., April 7, 1905.

EDITOR JOURNAL: I have a question I would like to have some worthy Brother answer through the JOURNAL.

I picked up six cars at a small station some time ago; three of them were air cars and cut in they seemed to pump up fairly well, but after I got started could feel brakes sticking, would release again and go a little distance and stick again. Brakeman was riding on pilot and as block-hand would fall back and then come up again to normal pressure, I thought he was playing with angle cock, but on examination at next stop I discovered that angle cock could not be reached from pilot.

I then went back to locate trouble, and found brakes all set. They soon all released again and while I was trying to figure out the cause they set and released several times.

I found and repaired bad brake in train line, and had no more trouble. It is a known fact that any reduction in train line will cause Westinghouse automatic brakes to set, but what defect acting in conjunction with train line leak will cause brakes to continuously set and release?

Fraternally yours,

C. I. SMITH Div. 359.

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MAY, 1905.

Constitutionality of the Ten-hour Day.

The Bakeshop law of New York State was enacted in 1895, and became a part of the general labor law, section 110, which limits the hours of labor in bakery and confectionery establishments to ten a day, and permits no overtime save for the purpose of making a shorter work-day on Saturday, and fined \$50 fine for its violation. The first arrest under it brought a test case in Utica, where a master-baker, Joseph Lochner, was arrested upon complaint of Deputy Factory Inspector O'Rourke to whom an employee had given affidavit that he had worked in Lochner's bakery more than ten hours a day. In the Oneida County court Lochner was convicted of violating the law and fined \$50, and from that judgment took an appeal on the ground that the law unwarrantably impaired the liberty of contract. The appellate division—*by a divided court*—held that the statute did not prohibit any right, but simply regulated the business; that as there was a *quasi*-public interest in his business it was subject to the police power of the state, so as to protect and preserve the public health, the public

morals, and the general safety and welfare of the public; the decision agreeing with the Court of Appeals on the constitutionality of the anti-Sunday barbering-law.

Justice Davy, in delivering the prevailing opinion, said:

"It is very important for the health of the community that bakers should supply the people with wholesome bread and pure food. The people are interested in the business; it is of so much public interest that the legislature under the police power of the state may control the business by any regulation which is necessary to secure the public health, etc."

An appeal was taken to the Court of Appeals which court affirmed the judgment of the trial court, Judge Parker writing the opinion, the court being divided, four to three. The case was then appealed to the United States Supreme Court, which rendered its decision on April 17th, reversing the two decisions of the New York courts, the judges standing five to four.

Justice Peckham, in delivering the decision, said:

"The law is not an act merely fixing the number of hours which shall constitute a legal day's work, but an absolute prohibition on the employer permitting under any circumstances more than ten hours' work to be done in his establishment, and the employee may desire to earn the *extra money* which would arise from his working more than the prescribed time, but this statute forbids the employer from permitting the employee to earn it. It necessarily, therefore, interferes with the right of contract between the employer and employee."

The majority of the judges evidently presume that the employee will get extra money for working more than ten hours in a day. The bakers have fought against a twelve-hour day and low wages for years, and if a law cannot be constitutionally made in the interest of decent wages and conditions which conduce to good citizenship, which interferes in the slightest with the right of contract of employers, representing ten per cent, and

in the interest of employees representing ninety per cent, then some mean employer will demand twelve hours' work, with no increase in wages.

We do not charge prejudice, but we do believe that the five justices who rendered this decision do not understand the needs that confront labor, and the bakers in particular. They do not believe that the public health and welfare justify the law as claimed by the trial judge, as Judge Peckham says: "It is impossible for us to shut our eyes to the fact that many of the laws of this character (laws in the interest of labor), while passed under what is claimed to be the police power for the purpose of protecting public health or welfare, are in reality passed from other motives. We are justified in saying so when from the character of the law and the subject upon which it legislates, it is apparent that the public health or welfare bears but the most remote relation to the law."

That the influence of the Journeyman Bakers' organization, assisted by other factors of organized labor, secured the enactment of the law in question, will hardly be doubted; but that does not prove that public health and particularly public welfare are conserved by the law. Two courts in the State of New York declared the law constitutional, and the majority of the two New York courts and the minority of the United States Supreme Court makes a majority in favor of the constitutionality of the law, and we do not believe that the employing class will make any radical move in the direction of longer hours, because of the last decision, and the Supreme Court's decision hangs upon too slender a thread to endanger the large number of other laws placed upon the statute books by the influence of organized labor which, in some degree, abridge the rights of employees, to do as they please in all things.

Railroad Regulation.

The Congressional committee authorized to investigate railroad practices so as to give the Senate more information when the Esch-Townsend bill, passed by the

House, comes up at the next session, probably in October, began their inquiry on April 17. We believe the Esch-Townsend bill will have to be very much modified before it can pass the Senate; but every subdivision of the B. of L. E. in the states should take an interest in this subject, which they ought to feel is very near to them, for the interest of the railroads, in a large sense, is their interest; not that it would result in the reduction of wages, but would, in all probability, deter any advance and would likely make it more difficult to sustain what we have, and it would be a good move either to see or write each Congressman and Senator, and express disapproval of any measure which would take from the railroad management the rate-making power. Let the law be amended, if necessary, to give the commission power to cure such evils as are complained of, and give it unqualified authority to enforce the Interstate Commerce law.

It is very difficult for a layman to see wherein the government can infringe at will upon the liberty of contract of railroads in the interest of the shipper, when there can be no legal restriction placed on bakeshops in the interest of the journeyman baker or the public.

Look Happy, Even if You are Hungry.

President Eliot, of Harvard, is reported as saying that "he has lately had occasions to think a good deal about the conditions of labor in America, and that the saddest thing he had learned was the lack of a happy spirit—a most lamentable thing. What is the cure for this evil? It is the bringing into American industries the method and spirit of the artist. The artist rejoices in his work; it is his chief satisfaction and happiness in life."

A very nice picture, surely! A man with a shovel, handling ten tons of dirt at fifteen cents a ton, according to the president's theory, ought to have a face wreathed with smiles, even if he had ten in the family to divide his earnings and smile with.

We wonder if the president were on a "Hog" hauling ninety cars, and the ten-

der held fifteen tons of coal, how broad his smile would be when he got the last shovelful in the box, and realized that he had earned \$2.00? Or, even if he were qualified to run a "Hog," how broad his smile would be when he was trying to get a signal from the ninety-ninth car, and he had been eighteen hours on the road?

If President Elliot will look into the lives of all artists, he will find many in garrets starving and disgusted with art because the effort brings little money and no comforts; and if he will look beyond his theories and into the facts as they exist, he will find that pleasant looks follow lines of comfort, or at least enough of comfort to prevent distress and to make one feel as though his efforts were in some sense appreciated; and this feeling comes from fair reward and fair treatment, and never from taking a mean, narrow advantage of men on the principle of supply and demand. It requires some degree of moral obligation to tote fair, but if we are to have laborers look pleasant and feel so, that element must enter into the solution. There will be few quarrels between employer and employee when men are fairly paid and treated with that consideration due to our fellowman, whether he be a college preceptor or has a shovel in his hand.

BRO. ROBERT M. ORR, member of Div. 417, Peoria, Ill., who was twice elected to the office of City Clerk, made so many friends while in that office that at the late election he was successful in being elected to another good office. As about the only Democrat elected, he may appear in a party sense somewhat lonesome, but he can afford to forget party lines as his friends have done in voting for him, not because he was a Democrat or a Republican, but because he was worthy of their confidence, because he has been tried and not found wanting, certainly a very high compliment, and we congratulate Brother Orr upon his political success made possible by honesty and fidelity. It is an honor to be proud of and, indirectly, it is a compliment to the B. of L. E., of which he has been a faithful member so long.—ED.

Editorial Paragraphs.

Bro. Chas. F. Hubbard, Chief Engineer of Div. 238, Tacoma, Wash., who will be remembered as a delegate to the Los Angeles Convention, representing Divisions 238 and 439, has been appointed Railroad Commissioner by Governor Mead of Washington, which is very satisfying to the members of the B. of L. E. in Tacoma, as it is to all classes of union men.

Brother Hubbard is a Vermonter by birth, and began his railroad life at the age of 17 years, starting as a telegraph operator. Getting the Western fever he moved to Minneapolis and secured a position as fireman for the C. & N. W. Ry., remaining with that company about ten years, in which time he was promoted to engineer and met success. Desiring a change, he went to the Northern Pacific with headquarters at Tacoma, where he has since remained, always taking an active part in the B. of L. E. and won favor with all classes. Being intellectual, practical and broad-minded, he naturally became a leader among men; being studious and a deep thinker, he is well equipped for the manifold duties of the important office with which Governor Mead has honored him.

Next to Brother Hubbard, the Brothers in Washington will appreciate the action of the Governor in selecting a member of the order as a part of his official force, and we predict that the Governor will never have occasion to regret his choice.

Bro. M. F. Kincaid, member of Div. 399, Seattle, Wash., has also been honored by Governor Mead, who appointed him a member of the State Board of Control.

Brother Kincaid is a son of Dr. Kincaid and brother of Trover Kincaid, a member



C. F. HUBBARD.

of the faculty of the University of Washington, and has a brother, Kenneth, in the medical department of the regular army.

Brother Kincaid started his railroad career at the age of 16 years on the Midland Railway of Canada as a caller and later fireman; went to the Canadian Pacific in 1883, promoted to engineer in 1885, going to the Pacific



M. F. KINCAID.

Coast in 1886, where he secured a position on a tramp steamer in charge of the electrical machinery, and made a trip around the world, arriving in New York in 1888, securing a position with the Baldwin Locomotive Works. In 1889 went with the Erie Railway as fireman and engineer until 1897, when he went to the Klondike where he had charge of the first railroad in the Yukon and ran the first engine in that country, but his health compelled him to seek a milder climate.

Governor Mead makes another good choice in the appointment of Brother Kincaid.

The Brothers in Washington have confidence in both these honored members and are much pleased with the evidence of good standing with the Governor and the people who expressed preference for their appointment, and we feel sure that neither will be disappointed in the result.

BRO. HOWARD M. CURRY, member Div. 474, who made a wide acquaintance as delegate to the Ottawa Convention in 1896 and St. Louis in 1898, was later appointed Traveling Engineer for the Northern Pacific Co., and demonstrated both ability and energy in that position, resulting in his appointment as Division Master Mechanic with headquarters at Staples, Minn., and the same qualities of push and energetic attention to business have again resulted in his further promotion on Feb.

27 to the position of General Master Mechanic with headquarters at St. Paul. This is a very flattering record for Brother Curry. It is a striking illustration of what intelligence coupled with energy can accomplish. Brother Curry has won his place by demonstrating his practical ability to fill it. His accomplishments in the service was all the recommendation he needed, and the company pays him a deserved compliment in placing him next to the Mechanical Superintendent.

We feel that he will continue to deserve the best the company has to give, and that he will continue to deal justly and fairly by those in train service he has been so long and so closely associated with. He knows all the trials of road service and can understand cause and effect, which greatly assists in decisions which mean peace and prosperity of both men and company.

The same bulletin from the Mechanical Superintendent, Mr. David Van Alstyne, appoints Bro. Willard Lincoln, member of Div. 895, as Master Mechanic, to succeed Brother Curry, at Staples, Minn., another good selection and another compliment to the membership of the order on the N. P. Ry. May Brother Lincoln find his way up the ladder of promotion by close attention to duty and fairness to both the company and those who serve under him. The good wishes for the success of the two Brothers will be with them from all members of the order.

BRO. JAMES JACOBS, member of Div. 14, Utica, N. Y., has just completed his fiftieth year of service for the N. Y. C. & H. R. Ry. Born in Wexford, Ireland, July 1840, he with his brothers and sisters came to this country and settled in Schenectady, N. Y., July 3, 1847, and started to work for the Central road April 7, 1855, three months before he was fifteen. He proved faithful and energetic in any work given him, and in 1857 was given a position as fireman between Schenectady and Utica. The Central was then composed of three short divisions, Albany to Schenectady, Schenectady to Utica, Utica to Syracuse. In September, 1865, he was

promoted to an engineer and ran from Utica to Syracuse, and has been in passenger service for the past 25 years. He joined the B. of L. E. in its infancy, has presided as Chief Engineer of Div. 14 in all 18 years, and has attended six conventions as the delegate representing his Division; certainly an excellent record and one to be very proud of. He is still as vigorous as many at 45, never patronized a saloon, and regardless of Dr. Osler's opinion, Brother Jacobs was never better equipped for the duties of an engineer than now. May good fortune continue to attend him, and the company and the public to have the benefit of his safe and painstaking service as long as he desires to continue in it. EDITOR.

The Twin Meetings.

It is not often that we have had meetings of this character that can justly be termed "A Twin Meeting," yet Divs. 37 and 577, located at Mattoon, made such an event possible and nobly did they do their share to make the 26th and 27th days of March two red-letter days in our history, which every true lover of our Brotherhood will be pleased to read.

The writer having an invitation to attend both of these gatherings left Cleveland, Saturday, March 25, for Mattoon, Ill., arrived there the same night, was met at the station by Bro. Wm. Bird, of Div. 37, who escorted him to his beautiful home, 194 Wabash avenue, and informed him that he was to be his guest during his stay in Mattoon. The evening was pleasantly spent in chatting about the happy reminiscences of the past, and of the present and future prospects of our Brotherhood until the dials of the clock indicated the midnight hour. Retiring for the night, we awoke Sunday morning to be greeted with the bright rays of the sun, which betokened a clear and beautiful day, for our union meeting. At 10:45 A. M., in company with Brothers Arthur Khron and Wm. Burke, we attended divine service at the Congregational Church and heard an elegant sermon by the pastor, Rev. Naboth Osborne, and

Mrs. Mabel Hooper Kerns, the famous soprano of Mattoon, rendered a solo entitled, "In the Palace of the King," that made one think of the better land as we listened to the inspiring melody by this gifted singer.

The union meeting was opened promptly at 2:30 P. M., Bro. O. F. Hamilton, Chief of Div. 37, in the chair. This being a joint affair of both Divisions in Mattoon, Bro. John M. Rossiter, Chief of Div. 577, assisted in the duties of the occasion, which in part was the initiation of a candidate. Their sister Division 245, situated at Charleston, only about twelve miles distant, was well represented. After the usual routine of duties had been dispensed with, Bro. Deloss Everett, Third Grand Engineer, delivered an address on the duties and responsibilities of the day and hour in which we live, dwelling principally on the vital and all-important subject of true and genuine brotherhood, which met with a hearty response of all present. To give a detailed description of this gathering would make a lengthy article. The meeting was honored with the presence of Bro. G. H. Daniels, Chief of Div. 245, and Brothers C. W. Kemp, C. J. Singleton, and a host of others too numerous to mention, who made the welkin ring with happy speeches in defense of the principles we advocate.

About 6 P. M. a delegation of the members of the G. I. A. were admitted to the hall, when Mrs. D. Flynn, President of Div. 47, welcomed us in a neat speech, and announced that supper was ready. Forming in line, we were escorted to the dining room, keeping step to the inspiring strain of the "Amazon March," a piano selection played by Mrs. Maggie McComb. It would appear that our good sisters had searched the four corners of the earth for all the good things imaginable to satisfy our craving appetites, for their meal was all that could be desired. After this was over we returned again to the Division room, and in conjunction with our lady friends, spent the evening in social converse, until we were reminded of the approach of the midnight hour, when we separated each for their different homes,

thus closing another happy event in our history.

Monday, March 27, in company with Brother Wm. Bird, we left Mattoon for Charleston to participate in the celebration attending the twenty-first anniversary of the birth of Div. 245, of which the Charleston *Daily Courier* gives the following account:

On Sunday afternoon, March 26, 1884, the Brotherhood of Locomotive Engineers' Div. No. 245 was organized in this city. The day was pretty and bright, and to assist in the celebration of the twenty-first anniversary, the weather man sent the same kind of weather, Monday evening.

The anniversary was one of best celebrations ever held here; it was a success in every way and the various committees are to be congratulated.

Fourteen members and their wives of the Delphos, O., Division, 550, arrived here at 1 o'clock.

At 7 o'clock a special train on the Big Four with fifty-seven members and their wives of the Mattoon organizations, Nos. 37 and 577, arrived to assist the members of 245 in celebrating and they did their part to perfection.

Engineer C. W. Kemp, master of ceremonies, made a short address on behalf of 245, welcoming the visitors. He introduced Mayor Digby, who made a neat and witty address of welcome.

An entertaining and interesting program was announced; for an hour the audience was royally entertained. The program was as follows:

Piano selections—Mrs. Harry Shrieves, Mrs. Ed. Eckenrode and Miss Marguerite Waible.

Recitations—Miss Irma Martin, Irma Bradley, Laura Laughlin.

Violin solo accompanied with piano—Miss Laura Laughlin and Miss Ione Walker.

Cornet duet—Tyron Shuler, Charles Myers.

The program, a selected one, was of the very best and every number was heartily encored. It was far better than the attraction at the Charleston Theater, and was the subject of much comment.

Short talks were made by Engineers Wm. Bird, Arthur Khron, J. F. Nelms, W. C. Parson and W. H. Morris of Div. 37, and Vic Gustafson, Div. 577, and Thomas Campbell and F. A. Drolett, Div. 550.

Deloss Everett, Third Grand Engineer of the B. of L. E., was introduced and made a very good address. Mr. Everett has grown gray in the service, and although an elderly gentleman, he still has a good strong voice and handles it well; has a good store of short stories and makes illustrations with them to the point, and is a very pleasant speaker.

At the conclusion of his speech, the way was led to the dining rooms where the Ladies' Auxiliary had prepared a supper—not a banquet. The tables were so crowded with the many good things of an hundred different varieties of "eatables" that another toothpick could not have found room on the snow-white linen. The table decorations were neat and pretty.

After the large number had satisfied the "inner

man" the remainder of the time was spent in amusements. The Wizard club rooms were used for a dance, and many of the engineers and their wives enjoyed the waltz and two step, while others returned to the Engineers' hall and found amusement in cinch and other games.

The Mattoon and Delphos, Ohio, visitors were loud in their praise of the hospitality shown them by the members of the Charleston lodge and citizens, and wish that 245 could have a celebration each night in the year. D. EVERETT.

LINKS.

A UNION meeting under the auspices of Divisions 56, 436, 432 and 386, will be held in Birmingham, Ala., on June 21, to be followed by a picnic at German Park on the 22nd. The Governor of Alabama and other distinguished men of Birmingham are expected to be present. The Grand Officers of the order have been invited and the local committee is doing everything possible to make the meeting a success, and desire the Brothers from all points to come and participate in the social and educational features, which always attend these meetings and we will try to make you glad you came.

GEO. L. CARLISLE, Chr.,
GEO. T. ROBERTS, Sec'y.

THE Canadian Divisions of the B. of L. E. will hold their Annual Union Meeting in Riviere du Loup, Province of Quebec, on July 4, 5 and 6, 1905. We insert this notice early, for it deserves consideration. Riviere du Loup is one of Canada's beauty spots, and our Canadian Brothers make their annual gathering a notable event, in which there is pleasure, education and social relations long to be remembered by those who attend.

The committee will have something in the June number which will give the needed information to all who wish to attend. Any one desiring earlier information can write Bro. F. W. Rioux, Sec'y. There should be no Canadian Brother missing from this meeting who can get there, for they not only miss a grand good time, but fail to give the encouragement they should. These meetings are important to the fraternity in Canada, and the committee deserves the encouragement of your presence, and all will profit by helping to make it a grand success.

BRO. FRANK BURKE, a member of Div. 559, has been appointed to the position of Traveling Engineer of the Duluth, Missabe and Northern Railway, one of the United States steel and iron ore roads in Northern Minnesota.

Brother Burke's selection we feel assured was due to his many years' experience and ability as an engineer on different roads, and Brother Burke will fill the position with credit to himself and honor to the Brotherhood of which he is a valued member. Div. 559 wishes him every success in his new position.

J. S. BROWN, F. A. E. Div. 559.

ON March 8, Bro. M. W. Cadle, A. G. C., visited Div. 482, at East Tawas, Mich., where quite a number of the Brothers had the pleasure of meeting him. Bro. R. D. Cutler, Chief, and Bro. Luke Murray, Traveling Engineer, met Brother Cadle in Bay City and accompanied him to East Tawas. Brother Cadle entertained some of our members with an address in his pleasing way, all regretting that he was unable to stay with us longer and expressing the hope that we may have the pleasure of meeting with him again.

JOHN L. SWARTZ, F. A. E. Div. 482.

DIV. 302 held a special meeting March 27, 1905. Assistant Grand Chief Cadle and Brother Hammond, C. E. of Div. 548, were present. We had a good attendance, several members of the other Chicago Divisions attending.

Assistant Grand Chief Cadle exemplified the work, and gave us a very interesting talk on subjects of interest to the order. Brother Hammond and several other Brothers had a little speech to make. It is the first time a Grand Officer has visited 302 in a long time. If Grand Officers would visit Divisions more often it might get some Brothers interested, so they could attend Division once in a while.

F. A. E., Div. 302.

THE members of Div. 290 think they have something to feel proud of, for within the last three years there have been three of its members taken from the

rank and file and promoted to official positions on the G. N. R. R. The first was Bro. P. H. McGuire, who was promoted to Traveling Engineer and afterward to Master Mechanic, which office he still holds.

About eight months ago Bro. C. E. McAuliffe accepted a position as Traveling Engineer with the Mo. P. System with headquarters at Argenta, Ark.; and on April 1, 1905, Bro. F. E. Owen accepted a like position on the Dakota Division of the G. N., with headquarters at Larimore, N. D.

Bro. Owen is a young man under thirty years of age, but with a head full of good mechanical ideas, and has a faculty of demonstrating them so they will be some use to himself and others who come in contact with them, of which he had several on his engine while running on the Lake District. He was painstaking and studious in regard to his work and engine and improved his idle hours in studying, and is somewhat of an electrician and a number of other accomplishments; and for the benefit of some of the old timers who may see this, will say he is a son of A. J. Owen, commonly known as "Old Shang Owen," who ran an engine all through the Middle West.

The promotion of Brother Owen shows what opportunities are open for a young man in railroad circles of today, if he will only improve his idle time in a little study, and Div. 290 wishes Brother Owen success in his new field.

MEMBER, Div. 290.

ON March 29th, Bro. H. E. Wills, Assistant Grand Chief Engineer, paid Jefferson Levy Div. No. 513, Charlottesville, Va., a call. This is the first visit from the Grand Office in the history of the Division. Our Chief, Bro. L. D. Payne, posted a notice that there would be a called meeting at 1:30 P. M. on the date above. Every member in town was present. Yes, even Bro. L. D. Edwards, who has been unable to attend for a long time, on hearing of the meeting thought he could venture out and he did and seemed much pleased with the talk.

Brother Wills made a good talk for the good of the Brotherhood and for the good of the employer, advising the Brothers to adhere strictly to the rules of the company for which they work, saying that there are three things that our Grand Chief would not stand for, viz., intoxication, insubordination, and a violation of the companies' rules.

After Brother Wills' talk was over there were short talks from several of the Brothers and the meeting closed without form, all seeming to have been much benefited by Brother Wills' good advice.

The next morning Bros. W. I. Steele and E. L. Bailey took Brother Wills for a drive around our historic town and to Monticello, the home of Thomas Jefferson, and to the University of Virginia, returning in time for the Chesapeake & Ohio train No. 4 at 12:15 P. M., on which Brother Wills left for Washington, D. C.

We hope we may have another call from the Grand Office in the near future.

W. J. JONES, F. A. E. Div. 513.

On Sunday afternoon March 26, a large number of Brothers of Div. 205 with many of our firemen, gave to our retiring Master Mechanic, Louis Wyler, a complimentary dinner at the New England Hotel at East Hartford, Conn., all employees of the N. Y., N. H. & H. R.

The assemblage was called to order by Brother Barnes, C. E. of Div. 205, in a few appropriate remarks. After partaking of a dinner such as Landlord Risk can furnish in good style, Bro. C. D. Moore was named as master of ceremonies, and filled the place with credit. Speeches were indulged in by nearly all present; but the most pleasant feature was the presentation by Brother Moore of a solid silver service to Mr. Wyler, as a slight appreciation of our regard for a man honored by all the men who were employed under him. Mr. Wyler responded with such feeling and spoke of the pleasant relations that always existed between the men and their master mechanic. The affair came to a close at 6:30 P. M., all voting it a complete success.

A PARTICIPANT.

A. G. C. E. BRO. M. W. CADLE visited Div. No. 548, Peru, Ind., on the afternoon of March 29th, when we met in special session. Brother Cadle made a splendid address and we then had an exemplification of the work. I cannot begin to tell the good that Brother Cadle's address did. Old Brothers who have been members for thirty years, and the younger Brothers all expressed their appreciation of the address, filled with good advice and encouragement, and a vote of thanks was unanimously adopted.

This is the first visit we have ever had from a Grand Officer and we hope we may have that pleasure again soon.

At the conclusion of the meeting the members of the Ladies' Auxiliary, always ready with their helpfulness, provided a bountiful luncheon, which was participated in with a relish, for we were all hungry. The luncheon over, Brother Cadle gave them a nice talk, so we are exceedingly pleased with his visit.

F. A. E., Div. 548.

In the midst of some turmoil and unfortunate circumstances that have occurred in this part of the country lately, it is a genuine pleasure to record the fact that there are some pleasant circumstances attending our troubles, and Div. 419, Brooklyn, N. Y., has been very fortunate lately in being honored by the presence of so many of our Grand Officers who were called to this part of our domain to settle troubles, and Div. 419 took the occasion to couple on to them and escort them to our festivities, the first of which was our annual ball held on the night of March 1, when we were honored by the presence of two of our Grand Officers, G. C. E. Bro. Warren S. Stone, and Grand Guide Bro. T. H. Tucker; and it did one much good to see them mingling with our genial General Superintendent Dow S. Smith and Superintendent W. O. Wood and our past superintendent, F. A. Fay, of the B. H. R. R. Co.

Our last pleasure we received was by the presence of our A. G. C. E. Bro E. W. Hurley, who unexpectedly dropped in upon us at our regular meeting last

Sunday, the 9th, and we all expect to profit by his kind words and by the laying down the law to us to settle some little dissension that had arisen among us; and we hope his presence among us so timely may prove a lasting benefit to us, so that perfect harmony may prevail with us; for if we do not agree among ourselves, how can we expect to agree with those who naturally disagree with us, regarding rates of pay, hours, etc. "United, we stand; divided, we fall."

F. A. E., Div. 419.

WE never see anything in our JOURNAL from Hanging Rock Div. 363, B. of L. E., or Kentucky Bell Div. 45, G. I. A., both of which are located at Somerset, the Queen City of the Sunny Mountains in Kentucky. We have our share of social happenings and plenty of members who could give an interesting account of the same if they would. Why do we not?

On Jan. 19, the ladies of Div. 45, G. I. A., gave a masquerade ball, which from all accounts was a grand success, those participating doubtless enjoying themselves to the fullest extent. As the writer was not present he cannot give details, but he knows our G. I. A. has no hand in failures.

One feature of this occasion, however, he can and wishes to give in detail, viz., a piano, the property of the writer, was disposed of by lot. The numbers were all put in a quart can, a cover over the can and all well shaken; then a blind-folded child drew one slip, it was No. 580. The fortunate holder of that ticket was Dr. Allen of this place. He got the instrument a day or two after.

I wish to thank Brothers Lester and Peffer, also Sisters Peffer, Lester and Devoe and others for their kindness in getting up this drawing for me. It was no little trouble I am well aware; still, none would accept a cent for the trouble. I realized \$250, full cost for the piano. Only for Brother Lester's faithful work the drawing would have failed to materialize. Many wished us well, as it were, from a distance, and perchance made remarks in regard to the manner in which the affair

was handled, but Brother Lester did the work and did it thoroughly and satisfactorily, and again I express my kind feelings toward him. I wish to thank everyone who held a ticket, and especially those of other Divisions. Kindest regards to all.

Fraternally yours,
THOS. SWEARINGEN, Div. 363.

AMONG the many sociable affairs in the month of March was the supper given by the good Sisters of West Philadelphia Div. 112, of the G. I. A. It was given in honor of the Brothers who compose the membership of West Philadelphia Div. 45, B. of L. E. This happy event took place on Thursday evening of the 16th, at Institute Hall, 40th Street, above Chestnut Street, Philadelphia, Pa.

It was the first supper of the kind they ever gave, and it was a success in every particular. One grand feature was the meeting of old friends who gathered around this festive board, who with happy smiles and warm grips of the hand talked of the days of Auld Lang Syne. Among the many veterans present were Brothers Geo. K. Strouse, John Deisem and his brother Amos Deisem, Night Depot Master at Broad Street Station and a host of others, including Bro. Deloss Everett, who with Bro. Geo. K. Strouse was one of the founders of Division 45. Brother Everett, upon request, made a happy speech and complimented the G. I. A. for the magnificent work they have accomplished. There were some of the old familiar faces we missed, who were not present on this occasion, faces of those Brothers who were prominent in the early struggles of our organization for a foothold on the Great Pennsylvania System. Such men as Brothers John Rynier, Samuel Manahan, Frank Irwin, and Bros. Wm. R. Irwin, Andrew Hill and Wm. Smirthwait, the three latter having crossed the silent river never to return. Yet in the midst of the festivities of the passing hour, they were not forgotten.

After the supper was over the guests were invited to the ballroom, where a goodly number tripped the light fantastic toe until the wee sma' hours of the morn.

Too much credit cannot be accorded the Sisters for this splendid entertainment, for each seemed to vie with the other as to who should contribute the most joy and pleasure to the occasion. It was simply one of those affairs that has so often brightened the pathway of our Brotherhood, the memory of which will never be forgotten.

A VISITOR.

THE accompanying picture is of the room in the Railway Men's Home, furnished by tobacco tags and coupons that I solicited from all Brothers of the four or-

Now, I kindly request all Brothers to save their tags and coupons, that is, those who read their JOURNALS, and interest those Brothers who don't read to do likewise, and send them to me by July 15. If you will do that we can refurbish the Home completely. Most all tags and coupons have a value.

M. E. MURRAY,
972 76 Place, Chicago, Ill.

BRO. GEO. E. HUTCHINS, member of Div. 572, was recently elected Mayor of Berlin, N. H. Brother Hutchins though



ROOM FURNISHED AT THE HIGHLAND PARK HOME THROUGH TOBACCO TAGS COLLECTED BY BROTHER MURRAY, LODGE 4, B. OF R. T. CERTAINLY A GOOD USE TO WHICH TO PUT THE TAGS FOR THOSE WHO CONTRIBUTED THEM.

ganizations, to which about one per cent of all responded. When the picture was taken by Supt. O'Keefe of the Home, I lacked three pieces of completing it. I have since added one more piece and hope to get the required amount very soon, as they are coming in little by little.

This plan has awakened considerable interest in the Home, the interest we should all take in this grand and noble work and show to the world our integrity and benevolence which we all possess.

but 50 years of age, is one of the pioneers in railroad construction in his section of New Hampshire.

When the line was built into Lancaster, then the northern terminus of what is now the White Mountain Division of the Boston & Maine, Brother Hutchins was engineer of the first train into that terminal, and when the branch was constructed to Berlin, he moved there.

He was elected to the State Legislature in 1908, and his present political honors

bear evidence that he has the esteem of his neighbors. He is a devout church man and an old member of the B. of L. E., formerly a member of Div. 835, and the members of the order are greatly pleased with his success, feeling that he will do honor to himself and his associates in performing the duties of Mayor. BERLIN.

EDITOR JOURNAL: I want to tell our Brothers what a member of Div. 836 did in the way of securing subscriptions for the JOURNAL in Hattiesburg, Miss., a town in which there is no Division of the B. of L. E. A comparative stranger myself I got over *thirty* subscribers, which shows what can and ought to be done in towns or cities where Divisions are located and where the Brothers are acquainted and have business dealings with the people. If the effort were made in each place where our Divisions are located, and even thirty subscribers obtained, it would mean over 20,000 and be a great help to the charity fund, and give opportunity for those not of us to know more about what we stand for.

Brothers, why not make the effort, and in doing so get one of the splendid watches given as premiums?

In this communication I wish to thank all the business men and others in Hattiesburg who expressed their interest in the Brotherhood by subscribing for the JOURNAL.

Fraternally yours,

J. O. DETWEILER, Div. 836.

JACKSON DIV. No. 2 having been assured that Grand Chief W. S. Stone would be with us Sunday, March 19, and as it has been a long time since we have been honored with a visit from a Grand Officer, all effort was made to get word to all the members on the system and the attendance at the meeting on that date showed that we were successful beyond our expectations. Members were present from Detroit, Grand Rapids, Battle Creek, Michigan City and Marshall.

The meeting was a success in every way. Brother Stone gave us a good heart to heart talk, and explained a good many things we had all wished to know, and gave us some good advice. If heeded will

be beneficial to our organization and to individual members.

Brother Stone made a good and lasting impression here and his visit will result in quite a good substantial increase in our membership. We initiated a class of twelve new members at the meeting and more are to follow. Honors we divide between Brother Stone and Bro. Charles Baker, the old reliable of Div. 1, Detroit.

Brother Bryant, our worthy Chaplain, told us in a very convincing way that the meeting had certainly revived his spiritual strength; in fact, I guess it did the same for us all.

Mayor Todd of our city had an automobile in readiness to give Brother Stone a ride about the city, but the inclemency of the weather prevented. It being Sunday there were no arrangements for an evening's entertainment.

It was the sense of the meeting that hereafter we hold a Fifth Sunday Union Meeting on the system. Brother Stone assured us he would have a Grand Officer with us on these occasions, if possible.

The meeting opened at 2:30 P. M. and closed at 8:30 P. M., and was one to be remembered by all who were fortunate enough to attend.

Yours fraternally,

GEO. A. HOLDEN.

DIVISION No. 88, North Platte, Neb., will give their Twenty-Third Annual May Party on May 2, 1905, to which the Editor has been favored with an invitation and complimentary ticket. The invitation is in the form of a train order, the body of which reads, viz.:

"You will display signals for your ladies and run as first section of Division 88, B. of L. E., to North Platte, and there attend the Twenty-Third Annual May Party, to be held at Lloyd's Opera House, on Tuesday, May 2, 1905.

"After arriving at the Opera House you will work extra from Nine P. M. until Twelve A. M. From Twelve-one A. M. until One-ten A. M. you will have right of track to the Cafe and return, and will receive all of the hospitalities that Division 88 can extend to you, in winding up

their Twenty-Third Annual May Party. Returning home you will protect yourselves against the police patrol or from heading into the hurry-up wagon.

R. A. G."

We take this opportunity to thank Bro. Douglas, Chairman Arrangements Committee, for remembering us, and we would be exceedingly glad if it were possible for us to share in the festivities and the hospitality of our Brothers and Sisters of North Platte, but we might be "heading into the hurry-up wagon" if we neglected our duties in connection with the JOURNAL Department, and to keep out of trouble we will have to be content with thanking them and wishing the greatest possible success for their May Party.—Ed.

STAR OF 1900 Div., 138, G. I. A. to the B. of L. E., has not been either dead or sleeping since I last wrote the JOURNAL an account of their social, but this time they have branched out on a new road, sending out invitations and tickets for their first annual ball given March 3rd, and for a first attempt to call it great is but a mild name for it. The K. of P. Hall was hired for the occasion and most artistically draped in the colors of the Auxiliary, and with the electric headlights kindly loaned by Mr. G. P. Drodge, our local Master Mechanic, the hall was indeed a blaze of light and color.

At 8:30 P. M. a splendid orchestra opened in the music of a preliminary waltz, and at its close at once struck up the opening bars of the grand march. This was led by Brother and Sister C. M. Cunningham and before they had made the first circuit of the hall 150 people were following their lead, and they led them through the mazes of one of the prettiest grand marches ever seen in El Paso. That was the start, and from then till the wee sma' hours, through a program of twenty-one numbers and several extras, mirth and music reigned supreme, and when the last bars of "Home, Sweet Home" signaled the close, one might hear, "The swell ball of the season," "the prettiest and best dance I ever attended," etc., on all sides; and that is high praise in a city that en-

joys as many balls as El Paso each season, and the ladies of our Auxiliary need never fear a frost for their annual ball in the future.

The only regret I heard expressed was, "It's a long time till their next."

The ladies have only praise and thanks for each and every Brother who helped them in all ways in their power; but the Brothers who were fortunate enough to be in and able to attend felt well repaid.

Call again, Star of 1900, may your light be ever a bright guide for loving friends and kindred in the darkest, wildest night.

May God ever guard and guide you,
Free from trouble, pain or woe,
Every joy and blessing grant you,
In life's struggle here below.

M. N. GEDDES, Div. 192, B. of L. E.

AT a regular meeting of Div. 154 at Howell, Ind., March 30 1905, the following report was read by the F. A. E. and ordered sent to the JOURNAL for publication:

Worthy Chief and Brothers: Tonight ends my fourteenth year as F. A. E. of this Division. The Division had just moved here from Mt. Vernon, Ill., on account of the removal of the L. & N. shops from Mt. Vernon to Howell.

My name first appears on the register as a visitor from Div. 246 on Feb. 15th, 1891. On March 1st, I was admitted by card from Div. 246 and on March 15th was elected F. A. E., and have been honored by the unanimous vote of the Division for the position ever since.

Some statistics of what we have done in fourteen years may be of interest at this time. We then had 25 members; now we have 71. We have initiated 50 into the Division, admitted by card 15, had 4 deaths, expelled 3, granted 1 final card, and 11 transferred to other Divisions. It has never been the policy of this Division to have a surplus, as we could always raise any amount needed on short notice. We have always made our assessments just large enough to cover actual needs. In the fourteen years I have handled more than \$7,500. Each active member for the fourteen years has paid \$134, or less than \$10 per year. There never has been an active member dropped from this Division for non-payment of dues, and tonight, the last meeting in the quarter, there is only \$3 50 outstanding. We have no debts, have a few dollars in the hands of the S. A. E., and \$47 in the hands of the F. A. E. In the fourteen years we have held 320 meetings. My name is on the register 293 times. I have written an average of 25 due notices each quarter, a total of 1400. I have written at least 50 letters each year, or 700 letters. I have been your member of the State Legislative Board for six years, and honored by the unani-

most vote of the Division for delegate to the Los Angeles Convention.

My duties have always been a pleasure to me, for we have had peace and harmony throughout the entire fourteen years, and all Brothers have been so prompt to co-operate and assist whenever called upon to do so. There is much work to be done outside of the meeting hours by the F. A. E., but when appreciated, as it has been done by this Division, it is indeed a pleasure.

CHAS. SUTTER, F. A. E.

The above deserves to be read more than once, and to be remembered as an example of what may easily be done when all pull together. We have about twenty-five subdivisions yet without the new work because they have failed to comply with the law and pay their Grand Dues for 1904, and nearly, if not quite all of them, are as well conditioned to meet their obligations as subdivision No. 154. Every subdivision ought to move up in line, pay its dues promptly, and when the F. G. E. sends out his annual report have the record show clear of debt. Let those who are slow try it and see how much better they will feel, and how much more interest is created by a policy of punctuality. EDITOR.

SATURDAY, April 8, Bro. Sylvester G. Canney of Boston Div. 61, with his wife, celebrated the 56th anniversary of their marriage at their home in Salem, at 87 Buffum Street. Some time ago I gave to the JOURNAL a sketch of three of the oldest engineers on the B. & M. Railroad, and who are, I believe, the oldest in the country, Bro. Rufus T. King of Nashua, Brother Canney and Bro. Reuben Jones of Salem. Brother King has been quite sick for many weeks at his home, and not yet returned to work, but Brother Canney is still on duty on his Salem and Lawrence run, excepting Brother King the oldest engineer in the country in active service and on a regular passenger train. He is in his 56th year of railroad service on an engine. Prior to being a fireman, which he was for two years, he was brakeman, employee of freight office, and as beginner, a section hand in his long railroad career. April 8, 1849, he married Marie J. Briard of Kittery, Me., who has for the 56 years proved a most worthy companion.

Brother Canney is one of our best known engineers, both to the fraternity and the public.

Now, Brothers, you think perhaps I am writing of some old man that a few of the narrow-minded public might think ought to be relegated to the rear long ago. That might all be so with some, but if you could have seen him march me through a "cake walk" around Salem engine house last Saturday forenoon, you would not ever expect to see his train up for bids during the next twenty-five years at least. He is far more nimble than some of "us young trash," and if you don't believe it just watch him "do a jig."

He is one of our most constant and punctual attendants at the meetings of Div. 61, and his name appears as a member way over where the first ones were entered, and we hope to keep it there many years longer.

Last Sunday he, with 97 more of us (and one of the 97 was "Uncle" Reuben Jones of Salem), assembled in our new hall at 164 Canal Street (space is short and I'll tell you more about the street in a later issue), and admired our new quarters. By the way, Brother readers, we boast now of the largest Division in the country, and I will challenge any Division for a greater attendance. The hall committee certainly have "done themselves proud," for which we are all truly grateful. Then, too, we can't give the ladies praise enough for what they have done. Sickness of your humble servant kept all knowledge of the many changes from the writer till Sunday, April 9, when for the first time he entered the new quarters. It was christened a week before; to be more definite, Saturday evening, April 1, by the Ladies' Auxiliary; but I trust I can read a good account of their "doings" in our JOURNAL by one who was there.

From our last meeting we missed one constant attendant, Bro. John H. Green of Lynn. There is only one "Jack" Green with us and we miss him when he's gone. On the evening of April 5, while passing out of the roundhouse to go home from his work, he slipped and fell into an engine pit, breaking one leg below the knee.

For many years he has been one of our best workers in the cause, and we all regret his misfortune and shall miss his presence among us for some time.

Thinking I am taking more space than I ought I will wait till next issue to tell you more.

Kindly allow me to thank Bro. N. H. B. Wardwell of Lowell, for attending the needs of the Division, and also Bro. George B. Dority during my sickness.

Fraternally yours,

W. F. BUCKNAM, Cor. Sec. Div. 61.

A PRETTY home wedding occurred in Meadville, Pa., on Wednesday evening, March 15, at the residence of Brother and Sister Albert T. Stenger, in which the bride was their daughter, Miss Minnie Mae, and the groom was Dr. Frank Allison Clawson, also of Meadville.

The house was handsomely decorated in yellow, white and green, with a wedding bell canopy backed with palms, ferns and yellow narcissus. The ceremony was witnessed by about 150 guests, and was performed by Rev. P. F. DeLancy, pastor of the Baptist Church, using the ring ceremony. The ceremony was performed at 7 o'clock, and at the close the happy couple were showered with bridal roses from the marriage bell above. The high esteem in which the bride is held was shown by the many gifts, being too numerous to mention.

Mr. and Mrs. Clawson had intended driving to the trolley station to take a car for Cambridge Springs, from where they will depart on an eastern trip, but their young friends vetoed the carriage and escorted them to the station on foot, the carriage following behind, and at the station they were given a royal send-off.

Both Mr. and Mrs. Clawson are well known in Meadville, and their many friends wish them happiness and prosperity. Mrs. Clawson is a graduate of the Meadville High School, and is happy in many womanly graces and accomplishments. Dr. Clawson is a successful surgeon and physician and a specialist of the eye, ear and throat, and is the examining physician for Div. 43, and the members wish them both success through life, and

may they float down life's turbid stream like a dish of ripe strawberries smothered in cream.

W. E. N.

ONE of the most enjoyable gatherings in the history of Div. 61 of Boston, was held on Saturday evening, April 1, it being the "housewarming" of their new hall, 164 Canal Street. To say that our new hall was well filled hardly fits the case, for it was packed with Sisters and Brothers and friends, and many were turned away for lack of room.

Perhaps, as we are so proud of our new quarters and appreciate so fully our committee's efforts in securing and refitting the place as they have in such short time, a short description of our new home may not be amiss. On entering from the street one ascends a fairly wide flight of stairs, one door on right at the top leads into our main hall (which will comfortably seat 300 people) with a slightly raised platform at the head with a row of electric footlights for theatricals, etc. A raised platform extends along both sides of the hall, accommodating a row of settees and also accommodations for the other officers at their respective stations. Near the foot of the hall a door leads into a small entry out of which one door opens into the toilet rooms, one into the kitchen, supplied with suitable tables, closets, sink and gas ranges; another door leads from a small entry into the banquet hall, nearly as large as the main hall, and which is supplied with many small closets and also a coat room where clothing may be checked, also many hooks (all numbered) on the outside for clothing not checked.

At the head of this hall an ornamental iron railing incloses a small space for desks or office purposes and near the door leading into the landing at top of main stairs directly opposite the door into main hall.

Both halls are finished with steel ceilings and furnished with both gas and electric lighting, and with their new coat of paint brought forth many expressions of pleased surprise and delight from the Sisters and Brothers gathered there for the "housewarming," most of whom had never seen our new home before.

The committee having the procuring

and refitting of the hall in charge, consisting of Bros. Woodman, Wilson and Channell, may well feel proud and amply repaid for their efforts at these expressions of approval and congratulation showered upon them by the Sisters and Brothers during the evening, and after the work of getting thoroughly settled is over, we may all well be proud of the new home of "Old 61."

Next Sunday, April 9, we shall hold our first regular meeting in our new hall, and we hope the attendance at that time will test the capacity of our new hall.

The evening's entertainment was furnished by the Ladies' Auxiliary 99, and consisted of a "coon show" with cake walk, songs, fancy dancing and introducing many "hits" on different Brothers and Sisters, a full account of which will probably be sent to the Ladies' Department of the JOURNAL by the Corresponding Secretary of Div. 99. During the evening the writer read an original poem written for the occasion and as I have received a request for several copies will send you a copy for publication, if space permits you to do so.

After the entertainment all enjoyed light refreshments, consisting of sandwiches, cake and coffee, furnished by the Sisters of Div. 99.

The evening was thoroughly enjoyed by all and the bursts of applause from the Brothers and Sisters, as each got a "rap" from the "coons," made the steel ceiling ring again and again, and I think I might safely say that never in the history of Div. 61 have we had a more enjoyable time than at our "housewarming" on April Fools' Day.

I want to say that everyone taking part in the "coon show" and entertainment was a member of either Div. 99, Auxiliary, or of Div. 61, B. of L. E., with two exceptions, they being daughters of members; so we were wholly independent of any outside assistance, and in fact needed none.

But I must quit or you will have to take out more than the Division Addresses from the JOURNAL. More some time.

N. H. B. W., Cor. Sec. Div. 61.

At a regular meeting of Div. 821, B. of L. E., held March 27, 1906, the following resolutions were unanimously adopted:

WHEREAS; Our former Roundhouse Foreman, Mr. Samuel C. Sheppard, having been promoted to General Foreman of Southern Railway Shops at Manchester, Va., we, the committee appointed by the engineers of Max Nathan Div. 321, wish to express our high appreciation of his valuable service and pleasant relationship which existed between Mr. Sheppard and the engineers, as Roundhouse Foreman for the past seventeen years.

Resolved, That we heartily commend Mr. Sheppard to all with whom he may come in contact in his duties, as we have always found him to be a gentleman of the highest integrity. Therefore, we wish for him the greatest success and prosperity in his upward path of life.

Resolved, That a copy of these resolutions be furnished Mr. S. C. Sheppard and a copy be sent to the B. of L. E. JOURNAL, also to be placed on the minutes of Div. 321.

W. A. VIAR,
J. E. MCALLISTER,
J. T. GARRETT,
Committee.

SPECIAL NOTICES.

Wanted—To know the whereabouts of Daniel P. Cohan, an engineer on the Mohawk Division of the N. Y. C. & H. R. R., who disappeared Nov. 17, 1904. Address Bro. J. W. Blewer, F. A. E. Div. 46, 1 Hunter avenue, Albany N. Y.

Anyone knowing the whereabouts of J. Henry Fulton, formerly a member of Division 99, running out of Paducah, Ky., will please write Mrs. Will Etta Stoker, Water Valley, Miss. Very important.

The traveling card of Bro. LeRoy B. Miller has been lost. If presented, please take up and forward to A. G. Archer, F. A. E. Div. 522, Chicago Junction, O., and oblige.

Information is wanted of Wallace B. Sisson, born in Louisiana, supposed to be an engineer somewhere in the South. Address J. P. Nesbitt, University, N. C.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately:

Division—	Division—
571—James Pixton,	362—T. R. McGibbon.
V. R. DeGroff,	254—Thos. J. Riley.
C. P. Segerdahl.	274—Geo. M. Ireland.

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Harrisburg, Pa., March 24, 1904, Bro. William H. Weber, member of Div. 74.

Harrisburg, Pa., Feb. 25, 1904, Bro. Madison A. Carnahan, member of Div. 74.

- Harrisburg, Pa., May, 1904, Bro. Elmer E. Walck, member of Div. 74.
- Harrisburg, Pa., Aug. 27, 1904, Bro. Harry R. Andrews, member of Div. 74.
- Harrisburg, Pa., Oct. 1, 1904, Bro. H. D. Drancker, member of Div. 74.
- Chicago, Ill., March 16, committed suicide by inhaling gas, Bro. F. Dunham, member of Div. 10.
- Auburndale, Mass., March 17, Bro. W. H. Bancroft, member of Div. 439.
- Albany, N. Y., March 14, burned to death on engine, Bro. Elmer G. Allen, member of Div. 46.
- Harvard, Ill., March 11, Bro. James N. White, member of Div. 96.
- Troy, N. Y., March 19, lobar pneumonia, Bro. Peter Egan, member of Div. 87.
- Albany, Ga., Feb. 20, Bro. Elijah Pate, member of Div. 210.
- Memphis, Tenn., March 17, injuries received from jumping off engine, Bro. W. F. Montgomery, member of Div. 285.
- Binghamton, N. Y., March 17, surgical operation, Bro. Allen A. Morse, member of Div. 311.
- Hornellsville, N. Y., March 11, Bro. Thos. Gartside, member of Div. 47.
- Palmerston, Ont., March 23, Mr. John Best, father of Bro. Geo. T. Best, member of Div. 518.
- Buffalo, N. Y., March 13, heart failure, Bro. Ed. Greenan, member of Div. 328.
- Ottawa, Ont., July 13, 1904, killed by train running over him, Bro. H. Demerias, member of Div. 168.
- Ottawa, Ont., Feb. 22, 1904, pleurisy, Bro. N. Pommerville, member of Div. 168.
- Minneapolis, Minn., March 25, pneumonia, Bro. Elmer Conright, member of Div. 357.
- Marquette, Mich., March 18, Bro. John Fitzgerald, member of Div. 94.
- Louisville, Ky., March 19, Mr. John M. Farrar, father of Bros. Henry, William and Jos. P. Farrar, member of Div. 78.
- Milwaukee, Wis., March 20, Bro. Fred Nenabuck, member of Div. 66.
- St. Joseph, Mo., Jan. 10, Bro. J. F. McCale, member of Div. 107.
- Mankato, Minn., March 29, derailment of engine, Bro. Jenkins Morgan, member of Div. 516.
- Concord, N. H., March 20, Bright's disease and shock, Bro. Chas. E. Jouis, member of Div. 335.
- Leonia, Idaho, March 23, running into rock slide, Bro. O. J. Jouis, member of Div. 576.
- San Francisco, Cal., March 23, Mrs. May J. Bunnell, wife of Bro. D. B. Bunnell, member of Div. 126.
- Pitcairn, Pa., March 26, Bro. William E. Welshans, member of Div. 325.
- Basin, Mont., March 30, killed in wreck, Bro. John A. Webber, Ins. Sec'y Div. 504.
- Fremont, Neb., March 27, heart failure, Mr. H. C. Mahanna, 35 years in the employ of the C. & N. W. Ry., serving from station agent to superintendent.
- Philadelphia, Pa., March 28, Bro. William H. Ossman, member of Div. 45.
- Philadelphia, Pa., March 29, Bro. John Bosley, member of Div. 109.
- Jersey City, N. J., April 1, Bro. Samuel Barr, member of Div. 53.
- Jersey City, N. J., March 30, Bro. James P. Haney, member of Div. 53.
- Rock Island, Ill., March 29, injuries received in wreck, Bro. Alvin C. Hotchkiss, member of Div. 60.
- Clarksville, Tenn., March 27, killed in collision of cut of cars on main track, Bro. John Murray, member of Div. 215.
- Mobile, Ala., May 8, 1904, Bro. P. Y. Davison, member of Div. 140.
- Mobile, Ala., Jan. 26, 1904, Bro. P. J. Hanley, member of Div. 140.
- Macon, Ga., March 25, heart failure, Bro. W. A. Strieter, member of Div. 323.
- Savannah, Ga., March 14, pneumonia, Mrs. W. E. Perry, wife of Bro. W. E. Perry, member of Div. 256.
- Binghamton, N. Y., March 27, Bright's disease, Mrs. Elizabeth H. Spaulding, wife of Bro. W. L. Spaulding, member of Div. 311.
- Sullivan, Ill., March 28, killed in collision, Bro. Chas. E. Bowe, member of Div. 606.
- Van Buren, Ark., Sept. 21, 1904, killed by engine turning over, Bro. Almou Carpenter, member of Div. 524.
- Wellsville, O., May 20, 1904, Bro. M. P. Wilson, member of Div. 170.
- Wellsville, O., April 4, killed in collision, Bro. E. B. Fuller, member of Div. 170.
- Altoona, Pa., Feb. 27, James H. Bradley, twin brother of Warren S. Bradley, son of Bro. A. J. Bradley, member of Div. 287.
- Livermore, Cal., April 1, Bro. Wm. Bradley member of Div. 283.
- Tuscaloosa, Ala., April 8, killed by boiler explosion, Bro. G. P. Humphries, member of Div. 450.
- Charleston, Ill., April 9, abscess of the bowels, Bro. A. Waibel, member of Div. 245.
- Rochester, N. Y., March 6, suicide, Bro. W. J. Pyatt, member of Div. 11.
- Fort William, Can., Feb. 28, 1904, heart disease, Bro. Joseph Elms, member of Div. 243.
- Raleigh, N. C., May 12, 1904, accident, Bro. J. R. Byer, member of Div. 339.
- Springfield, Mo., March 9, killed, Bro. F. A. McCormick, member of Div. 378.
- Chicago, Ill., Feb. 19, Bro. H. Downey, member of Div. 404.
- Somerville, Mass., April 4, pneumonia, Bro. Fred W. Dimond, member of Div. 61.
- Sunbury, Pa., Jan. 9, killed, Bro. Thompson Conzor, member of Div. 250.
- Sunbury, Pa., Feb. 2, Bro. A. Moulder, member of Div. 250.
- Hillsboro, Tex., March 11, pneumonia, Harry Corrigan, son of Bro. Ed. Corrigan, member of Div. 475.
- Syracuse, N. Y., April 1, killed, Bro. Geo. Wilkinson, member of Div. 441.
- Batavia, N. Y., March 25, diabetes, Bro. George Archer, member of Div. 18.
- Sunbury, Pa., March 26, Bro. W. T. Heintzinger, member of Div. 250.
- Selma, Ala., March 6, malarial fever, Bro. Wm. Laughlin, member of Div. 223.
- Georgiana, Ala., March 18, heart disease, Bro. W. W. Prince, member of Div. 223.
- Bradford, Pa., April 7, tuberculosis, Mrs. Bessie I. Putnam, wife of Bro. W. S. Putnam, C. E. of Div. 254.
- Mattoon, Ill., April 11, Bro. Sealy Ashmead, member of Div. 37.
- Denver, Colo., April 11, Bro. Henry Humburg, member of Div. 186.
- Clifton Springs, N. Y., April 9, Bro. John Coe-grove, member of Div. 421.
- Vancouver, B. C., April 7, heart failure, Bro. A. Goddard, member of Div. 320.
- Revelstoke, B. C., April 2, killed in wreck, Bro. David Little, member of Div. 657.
- Louisville, Ky., April 7, Mrs. Julia Agnes Curley, wife of Bro. W. B. Curley, F. A. E., Div. 485. Mrs. Curley organized G. I. A. Div. 132, which was given her name, and she will be remembered by very many in all sections, as she attended eight E. of L. E. conventions with Brother Curley, and these many acquaintances will feel keen regrets at the loss to the order and the family.
- Salem, Mass., April 13, Mrs. Marie J. Canney, wife of Bro. Sylvester Canney, member of Div. 61.

Goshen, Ind., Jan. 1905, Bro. G. W. Pollock, member of Div. 4.
 Philadelphia, Pa., April 17, Bro. D. A. Scudder, member of Div. 109.
 Bennett, Pa., March 27, from surgical operation, Mrs. Edward Ross, wife of Bro. Edward Koss, C. E. of Div. 452.

ADMITTED BY TRANSFER CARD.

Into Division—

- 526—William I. Avery, from Div. 229.
- 607—R. E. Allison, from Div. 174.
- 279—W. W. Holbrook, from Div. 23.
- 637—J. L. Mameron, from Div. 427.
- E. C. Coulter, from Div. 609.
- 186—J. J. O'Neil, from Div. 161.
- 87—John VanDerwerker, from Div. 217.
- 248—J. A. Lux, W. J. Morrison, from Div. 545.
- 453—Chas. Pallan, from Div. 614.
- 302—W. J. Allen, Chas. Reid, John M. Parker, S. H. Stenson, Jas. Fullerton, from Div. 33.
- 656—C. O. Taylor, from Div. 261.
- 40—W. O. Buck, from Div. 508.
- 53—John J. Sankey, Morris Hogan, from Div. 373.
- Henry Howerter, from Div. 109.
- 584—E. D. Foster, from Div. 511.
- 283—W. T. Baxter, from Div. 634.
- 177—C. W. McComas, from Div. 507.
- 325—J. G. Moorehead, from Div. 310.
- 156—Jas. E. Lynch, from Div. 473.
- 25—H. B. Bishop, from Div. 361.
- 47—C. O. Lockwood, from Div. 133.
- 474—F. B. Farmer, from Div. 425.
- 660—J. S. Detwilder, from Div. 134.
- J. S. Reed, 662.
- 614—Louis Lang, from Div. 438.
- J. J. McGrath, from Div. 575.
- W. A. Nickel, from Div. 587.
- 19—E. E. Lamphere, from Div. 191.
- 519—Wm. Davidson, from Div. 218.
- 669—J. C. Cullen, G. W. Rice, A. J. Hutzler, from Div. 224.
- Z. Farmer, H. T. McKown, F. Mancella, P. C. Kerchgraber, H. A. Throckmartin, T. Townsend, T. Stainthrop, W. N. Delay, J. R. McLaughlin, E. Rutledge, G. B. Hardy, O. J. James, E. Garret, from Div. 587.
- C. C. Carnahan, from Div. 614.
- 674—J. W. Bultman, J. R. Brooks, D. A. McLain, A. McElligoot, John O'Rourke, H. F. Reynolds, E. E. Reisinger, Robt. Sharp, G. W. Strupe, W. F. Snider, J. J. Thompson, Jacob Waldman, from Div. 49.
- 77—Gil. Cranshaw, from Div. 527.
- E. W. Lawrence, from Div. 483.
- 628—J. T. Phillips, from Div. 407.
- 574—L. Gilnaugh, L. E. Hillard, R. G. Knoll, Harry Lipsey, Pat Wallace, A. C. Tranerk, from Div. 187.
- Thos. McOsker, from Div. 457.
- 295—Thomas Hallam, from Div. 528.
- 190—G. N. Whitcomb, from Div. 481.
- 196—W. B. Shook, from Div. 223.
- 360—W. E. W. Grodhouse, from Div. 551.
- 511—D. E. Gardner, from Div. 72.
- 224—J. F. Edmundson, from Div. 615.
- 591—B. F. Winters, from Div. 592.
- Eugene Gordon, from Div. 136.
- 155—F. H. Anderson, from Div. 567.
- 18—M. C. Mulford, from Div. 288.
- 651—Geo. B. Vickery, from Div. 360.
- 108—A. J. Gross, from Div. 464.
- 434—Wm. Houghawont, from Div. 311.
- 239—T. J. Davis, from Div. 519.
- 603—James F. Scott, from Div. 165.
- D. R. Riddell, from Div. 489.
- 76—John Lamb, from Div. 69.
- 50—A. Wrick, from Div. 437.
- 402—Frank Banks, from Div. 540.
- 222—Frank H. Knapp, from Div. 153.
- C. M. Husbands, from Div. 504.

- 445—A. T. Eckstrom, from Div. 177.
- S. M. Stubbs, John E. Stuart, from Div. 539.
- J. T. May, from Div. 515.
- J. M. Johnson, from Div. 507.
- 339—W. H. Lewis, from Div. 464.
- M. E. Womack, from Div. 375.
- 546—F. G. McCreery, from Div. 228.
- 99—Frank L. Stockwell, from Div. 114.
- 511—Lee Shearer, from Div. 72.
- 284—Thos. C. Donaldson, from Div. 626.
- 583—E. B. Knight, F. W. Agrell, from Div. 559.
- 210—W. N. Cole, from Div. 309.
- 133—Henry Johnson, from Div. 70.
- C. O. Lockwood, from Div. 47.
- 571—J. G. Keller, from Div. 570.
- W. G. Waltz, from Div. 573.
- 53—John Henderson, from Div. 109.
- 277—C. G. Younger, from Div. 476.
- 319—Alex Gillie, from Div. 67.
- Thomas Fixter, from Div. 469.
- 225—F. E. Secor, E. J. Smith, from Div. 424.
- 594—Seward Dow, from Div. 488.
- 615—Jehiel H. Holman, from Div. 264.
- B. O. Miller, from Div. 126.
- 119—Harry B. Sims, from Div. 19.
- Walter Farrell, from Div. 253.
- 188—Cope Baux, from Div. 395.
- 286—Geo. W. Artis, from Div. 153.
- E. K. Effner, from Div. 2.
- 4—James V. Connery, from Div. 31.
- 665—George Morrill, from Div. 460.
- 547—J. C. Sudberry, from Div. 156.
- Thomas Douthart, from Div. 239.
- A. Ely, Div. No. 33, transferred in April, should have been H. Ely.

WITHDRAWALS.

From Division—

- 114—C. A. Searles.
- 396—John Murray.
- 218—J. D. Younce.
- 615—J. H. Williams.
- 223—J. H. Watters.

From Division—

- 196—E. T. Butler.
- 395—J. D. Black.
- 228—Charles Truax.
- 34—J. J. Henry.

REINSTATEMENTS.

Into Division—

- 312—W. A. Lufkins.
- 436—W. E. Frawley.
- 599—C. A. M. Petrie.
- 449—H. C. Fawer.
- 46—Geo. Morgan.
- 180—D. M. Kay.
- 248—David Snader.
- 98—H. Trago.
- 342—Canby Wiggins.
- 602—Wm. McKinney.
- 163—C. F. Berry.
- 66—Al. Urtubees.
- 420—William Tracy.
- 505—Archie G. Stewart, Allen Phillis.
- 40—W. H. Mample.
- 187—C. H. Burke.
- 19—Harry Sims.
- 360—G. B. Vickery.
- 57—H. Alvin Beal.
- 103—F. L. Norman.
- 242—G. W. Butler.
- 29—Walter Henthorne.

Into Division—

- 218—W. F. Bridgman, F. V. Davis.
- 143—J. F. Heller.
- 351—J. S. Mullenix.
- 395—A. C. Hebert, Wm. Emsley.
- 578—F. C. Lay Blaine.
- 222—C. E. Stuart, Ed. Garver.
- 279—J. A. Garlick.
- 404—Lewis Jackson.
- 253—Geo. R. Chittick.
- 456—Ira I. Morser.
- 156—W. J. Cusick.
- 197—R. H. Innis, John Ainley.
- 225—J. W. McNamara.
- 304—G. G. Ellsworth.
- 310—John Barton, Geo. M. Berry.
- 211—Don Blue.
- 494—Chas. P. Levee.
- 363—James Fitzpatrick.

SUSPENSIONS.

From Division—

- 140—F. W. Lanson, W. T. Airey, 30 days, for non-payment of dues.
- 508—W. M. Peaks, eight months, for non-payment of dues.

EXPELLED.

FOR NON-PAYMENT OF DUES.

<i>From Division—</i>	<i>From Division—</i>
129—T. J. Yarbrough.	143—Patrick Mullin,
89—A. Trudeau,	H. C. Scott,
Duncan Proudfoot.	Bert Blue.
453—W. J. Stumpp.	171—Isaac Smith.
H. Dullard.	205—Geo. S. Pike.
399—Wm. Rectonwold,	226—Jease O. Mason.
Henry Cromwell,	198—M. J. Tracey,
J. R. Reed,	Tom McMahon,
P. E. Peterson,	J. L. Day,
J. H. Madden.	John J. Parker,
71—C. P. Dampman,	W. T. Jones,
Chas. C. Height,	W. H. Connors.
Joe. P. Hogan.	S. H. Hoffman.
405—E. K. Holmes.	W. M. McDonald.
402—Geo. A. Stevens.	215—John Cosgrove.
27—A. P. Wasson.	371—John Kirk.
226—J. W. Mullen,	334—E. C. Downing.
L. K. Roper,	Daniel Miller,
W. L. Walters.	J. B. Williams.
166—Ed. F. Atkinson.	278—R. L. Green.
507—W. O. Pellham.	325—H. Van Eaman,
500—B. G. Wallace.	E. T. Manning.
156—G. W. Pruitt.	C. H. Cardes.
606—G. A. Barbee.	211—J. F. Corcoran.

FOR OTHER CAUSES.

527—Geo. W. Weekly, for drunkenness.

552—Barney F. Williford, J. J. Jones, forfeiting insurance.
 453—Malquides Chavez, Eleno Caldero, forfeiting insurance.
 Theodore Roy, not taking out insurance.
 439—W. H. Patterson, violation of obligation.
 551—H. K. Reid, non-payment of dues and forfeiting insurance.
 296—C. J. Taylor, non-payment of dues and forfeiting insurance.
 591—Geo. Hackett, forfeiting insurance.
 344—S. J. Cotton, forfeiting insurance.
 465—Ed B. Rhawn, non-payment of dues and forfeiting insurance.
 339—E. E. Kephart, intoxication.
 510—W. A. Fawcett, non-payment of dues and forfeiting insurance.
 386—Hugh Farris, forfeiting insurance.
 371—Dell Steadman, non-payment of dues and forfeiting insurance.
 61—Geo. B. Corson, intoxication.
 248—W. H. Sanders, violation of obligation.
 108—E. S. Eberlein, non-payment of dues and forfeiting insurance.
 104—Fred Adams, forfeiting insurance.
 226—J. I. Parel, not withdrawing from B. of L. F. committee.
 113—W. E. Petrie, forfeiting insurance.
 223—W. J. Costigan, unbecoming conduct.
 187—D. Templeton, non-payment of dues and forfeiting insurance.
 425—F. E. Hammer, reported in this column in April, should have been F. E. Hamuer.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have renewed our arrangement with the Webb C. Ball Watch Co., Cleveland, O., for an unlimited number of watches as premiums; watches that are guaranteed to be O. K. in every respect, and will be given as premiums under the following conditions:

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$20.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard, 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$60.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O

The B. of L. E. Journal.

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION.

Official Notice of Assessments 852-856.

SERIES F.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
 CLEVELAND, OHIO, May 1, 1905. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Five Assessments for payment of these claims are hereby levied and Secretaries ordered to collect

\$1.25 from all who are insured for \$750, \$2.50 from all who are insured for \$1,500, \$5.00 from all who are insured for \$3,000, and \$7.50 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	No. of Div.	Date of Admission.	Date of Death or Disability.	Cause of Death or Disability.	Am't. of Ins.	To Whom Payable.
800	Jno. A. Pritchett	47	570	Sept. 13, 1901.	Oct. 10, 1904.	Diabetes	\$ 750	Mrs. A. J. Brown, m.
801	Henry Burke	67	182	Jan. 14, 1881.	Jan. 30, 1905.	Paralysis	3000	Memphis Trust Co.
802	Arthur Auclair	28	91	Feb. 1, 1903.	Feb. 8, 1905.		1500	Mrs. Marie Auclair, m
803	Chas. B. Willard	50	179	July 30, 1898.	Feb. 15, 1905.	Killed	4500	Mrs. A. J. Willard, w.
804	J. W. Nance	54	442	Dec. 14, 1894.	Feb. 27, 1905.	Blood poison	1500	{ Idell Nance, w., { and children
805	B. J. Algers	47	208	May 27, 1900.	Mch. 4, 1905	Typhoid fever	1500	Mrs. Anna Algers, w.
806	Octave Bordeau	41	114	Mch. 27, 1899.	Mch. 5, 1905.	Acute nephritis	1500	Esther Patnod, cous.
807	W. J. Pyatt	52	11	Sept. 4, 1892.	Mch. 6, 1905.	Suicide	3000	Effie M. Pyatt, w.
808	Wm. H. Davis	42	224	June 16, 1901.	Mch. 9, 1905.	Heart failure	3000	Cecilia E. Davis, w.
809	Thos. Gartside	77	47	Apr. 6, 1883.	Mch. 11, 1905.	Heart failure	3000	Frank E. Gartside, sn
810	Jas. Callahan	47	263	Mch. 22, 1903.	Mch. 11, 1905.	Hemorrhage	1500	Cath'ine Callahan, w.
811	C. J. Wilkes	43	626	Nov. 22, 1895.	Mch. 11, 1905.	Killed	3000	Mrs. J. C. Wilkes, w.
812	E. A. Stout	59	28	Apr. 1, 1887.	Mch. 15, 1905.	Paresis	3000	Mrs. Annie Stout.
813	Frank Dunham	48	10	Apr. 24, 1894.	Mch. 16, 1905.	Suicide	1500	Katie Dunham, w.
814	Jas. Kitzmiller	42	437	Aug. 26, 1900.	Mch. 16, 1905.	Killed	1500	Mary Kitzmiller, w.
815	Allen Morse	58	311	Nov. 28, 1886.	Mch. 17, 1905.	Cancer of rectum	3000	Alma A. Morse, d.
816	Jos. Barnes	41	432	Jan. 13, 1902.	Mch. 17, 1905.	Killed	3000	Kate B. Barnes, w.
817	W. W. Pierce	45	223	Aug. 31, 1899.	Mch. 18, 1905.	Heart disease	4500	Z. Pierce, w. & sons
818	Peter Egan	37	87	July 23, 1903.	Mch. 19, 1905.	Pneumonia	2250	Mrs. Ella Egan, w.
819	A. Biser	58	15	Feb. 23, 1881.	Mch. 20, 1905	Heart failure	3000	Anna M. Biser, w.
820	J. H. Cooke	49	12	Jan. 26, 1898.	Mch. 21, 1905	Lt. hand amputat'd	3000	Self.
821	Chas. H. Wise	45	396	July 13, 1895.	Mch. 22, 1905.	Killed	1500	Mrs. Grace Wise, w.
822	Geo. W. Noyes	38	312	Aug. 22, 1892.	Mch. 23, 1905.	Appendicitis	1500	Children.
823	H. E. Jones	64	41	Feb. 28, 1891.	Mch. 23, 1905.	Diabetes	1500	Mrs. H. E. Jones, w.
824	Chas. D. Vest	36	156	Dec. 18, 1904.	Mch. 24, 1905.	Left leg amputat'd	4500	Self.
825	Elmer Conright	34	357	Oct. 20, 1901.	Mch. 25, 1905.	Pneumonia	1500	Cath'rine Conright, w
826	Geo. Acker	76	18	Dec. 27, 1886.	Mch. 25, 1905.	Diabetes	3000	Margaret Acker, w.
827	W. A. Streeter	49	323	Nov. 27, 1904.	Mch. 25, 1905.	Heart trouble	1500	Josie M. Streeter, w.
828	W. T. Huntzinger	44	250	Sept. 25, 1893.	Mch. 26, 1905	Pneumonia	1500	W. T. Huntzinger, w.
829	Jno. Murray	39	215	Dec. 29, 1902.	Mch. 27, 1905.	Killed	1500	Ella Murray, sister.
830	Jno. Bosler	58	109	Nov. 18, 1889.	Mch. 28, 1905.	Cancer	3000	Ella C. Bosler, w.
831	Jas. Hayes	58	462	Jan. 7, 1888.	Mch. 28, 1905.	Blind right eye	3000	Self.
832	W. H. Ossman	44	45	Nov. 2, 1892.	Mch. 28, 1905.	Endocarditis	3000	Mrs. W. H. Ossman, w.
833	A. C. Hotchkiss	53	60	May 11, 1882.	Mch. 29, 1905.	Scalded	3000	Mrs. A. C. Hotchkiss.
834	Ginkin Morgan	48	516	Aug. 5, 1901.	Mch. 29, 1905.	Killed	1500	Eliza M. Morgan, w.
835	Jno. A. Webber	45	504	Jan. 18, 1895.	Mch. 30, 1905.	Killed	3000	Josephine Webber, w
836	Jas. Haney	50	53	Jan. 2, 1888.	Mch. 30, 1905.	Nephritis	3000	Children.
837	M. Kane	42	282	Aug. 15, 1897.	Mch. 31, 1905.	Tuberculosis	1500	Mrs. Bessie Kane, w.
838	G. W. Wilkinson	59	441	Oct. 7, 1886.	Apr. 1, 1905	Killed	3000	B. H. E. Wilkinson, sn
839	Wm. Bradley	76	283	Oct. 20, 1875.	Apr. 1, 1905.	Consumption	3000	Children.
840	Sam I Barr	60	53	Feb. 20, 1894.	Apr. 1, 1905.	Pneumonia	3000	Mrs. Adelia Barr, w.
841	Thos. L. Conlon	43	340	Feb. 5, 1888.	Apr. 2, 1905.	Killed	4500	Margaret L. Conlon, w
842	Jno. H. Murphy	55	333	May 14, 1899.	Apr. 3, 1905	Bright's disease	3000	Per Will.
843	David Little	30	657	Nov. 2, 1904.	Apr. 3, 1905.	Killed	1500	Mrs. Mabel Little, w.
844	E. B. Fuller	47	170	Nov. 17, 1903.	Apr. 4, 1905.	Killed	1500	Synthia Fuller, w.
845	T. W. Atherton	52	36	Apr. 14, 1891.	Apr. 6, 1905.	Killed	3000	Lawful Heirs.
846	A. T. Reed	28	340	Jan. 24, 1905.	Apr. 6, 1905.	Killed	3000	Mrs. L. W. Reed, w.
847	E. R. Colvin	49	309	July 12, 1902.	Apr. 8, 1905.	Disease of spine	1500	Mary H. Colvin, w.
848	G. P. Humphries	29	450	Mch. 21, 1905.	Apr. 8, 1905.	Killed	1500	Annie Humphries, w
849	Gus. Waibel	42	245	Sept. 1, 1890.	Apr. 9, 1905	Heart failure	3000	Mrs. Mary Waibel, w.
850	J. M. Baker	56	43	Dec. 16, 1882.	Apr. 9, 1905.	Left eye removed.	4500	Self.
851	Geo. J. White	44	53	Feb. 10, 1902.	Apr. 9, 1905.	Pentictitis	750	Mrs. Laura White, w.
852	D. E. Diamond	54	405	July 14, 1879.	Apr. 9, 1905.	Septic infection	3000	Hattie Diamond, w.
853	Seely Ashmead	65	37	Sept. 11, 1883.	Apr. 11, 1905.	Apoplexy	3000	Mrs. S. Ashmead, w.
854	Jas. Brennan	55	263	Jan. 12, 1886.	Apr. 11, 1905.	Comp'n of diseases	3000	Ann Brennan, w.
855	Jno. W. Brine	51	27	Jan. 11, 1889.	Apr. 15, 1905	Angina pectoris	3000	Mrs. Anna Brine, w.
856	H. W. Petzer	28	287	Aug. 1, 1868.	Apr. 16, 1905.	Pneumonia	1500	Edith M. Petzer, w.

Total number of claims, 57. Total amount of claims, \$141,750.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Oct. 15, 1904.	Mary L. Weer	618	B. Baesher	333	\$3000
" 26, "	Mrs. Sallie Patterson	619	Wm. Fox	530	1500
Nov. 10, "	Mrs. Sadie Manchester	623	J. B. Hotchkiss	179	1500
" 14, "	Mrs. H. M. Richardson	625	Phil Scott	4-8	1500

Acknowledgments—Continued.

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Nov. 15, 1904.	Mrs. A. Daniel.....	628	J. J. Hartman.....	534	\$3000
" 16, "	Mrs. H. E. Bemas.....	629	C. Fitzpatrick.....	500	1500
" 17, "	Mrs. Mary L. Devereaux.....	631	E. A. Wright.....	10	3000
" 20, "	Mrs. Eliza Gallagher.....	634	E. B. Roe.....	369	1500
Dec. 7, "	Mrs. Linna Higgins.....	645	W. R. McNeil.....	398	1500
Nov. 7, "	John Collins.....	652	E. B. Roe.....	369	1500
Dec. 4, "	Mrs. Bird Griffith.....	654	C. H. Webber.....	200	1500
" 4, "	David Moran.....	655	Wm. McKeand.....	129	4500
" 8, "	J. D. Collins.....	656	R. B. Deavours.....	368	3000
" 12, "	John F. Woodall.....	658	F. A. Gardner.....	480	3000
" 13, "	Mrs. Chas. St. Denis.....	659	Hy Wheatley.....	89	3000
" 13, "	{ Mrs. Ora A. Biddle..... } { Mrs. Jennie Ruttencutter..... } { Mrs. Bessie N. Berry..... }	660	D. L. Forsythe.....	386	1500
" 13, "	Helen Denuis.....	662	John H. Mack.....	4	1500
" 16, "	Mrs. M. J. Burke.....	664	Chas. Tierney.....	292	3000
" 18, "	{ Marion Granger..... } { Jennie Rawlings..... }	665	A. M. Garner.....	37	3000
" 18, "	Mrs. Cora Calhoun.....	666	G. Zenor.....	525	750
" 18, "	Mrs. Annie Burr.....	668	J. F. Buckley.....	205	1500
" 19, "	Mrs. Mahalie Dobbs.....	669	J. H. Welch.....	207	3000
" 23, "	Mrs. Rosella Cook.....	671	John H. Mack.....	4	1500
" 23, "	Mrs. Emma E. Downs.....	672	Wm. H. Peer.....	19	3000
" 25, "	Sallie J. Stewart.....	673	J. E. Horne.....	51	1500
" 27, "	Mrs. C. Ballard.....	674	Geo. Redmon.....	1:48	1500
" 27, "	R. Searfoss.....	675	C. L. Shriver.....	148	3000
" 27, "	A. H. Donaldson.....	676	W. W. Hill.....	113	1500
" 27, "	Mrs. Mina V. Budge.....	677	Alex. T. Stewart.....	290	3000
" 28, "	Mrs. Maggie Collins.....	678	W. H. Gillis.....	153	3000
" 29, "	Mrs. Rachel A. Clare.....	680	M. J. Carroll.....	14	1500
" 30, "	W. H. Nolte.....	681	R. M. Griffith.....	27	3000
" 30, "	{ Theo. Mackrell..... } { Carrie J. Quackenbush..... }	682	C. Caskey.....	54	3000
" 31, "	Mrs. Annie Weisinger.....	684	W. M. Palmer.....	527	3000
" 31, "	Mrs. Julia Peters.....	685	J. H. Taylor.....	283	3000
Jan. 7, 1905.	Sallie Campbell.....	688	I. T. Carr.....	154	1500
" 7, "	Mrs. John O'Brien.....	689	C. E. Moulton.....	457	1500
" 9, "	Mrs. Anna Conson.....	690	C. C. Bowen.....	250	3000
" 9, "	{ Mrs. Sarah McCleary..... } { Guardian Trust Co..... }	691	Geo. W. Fry.....	52	3000
" 10, "	Mrs. Flora Quigley.....	692	M. Dean.....	121	3000
" 10, "	Mrs. Maggie McCarrick.....	693	C. Caskey.....	54	1500
" 10, "	Mrs. Julia Fish.....	694	E. A. Lacy.....	429	1500
" 11, "	Mrs. Louisa Keller.....	695	John J. Daze.....	16	4500

Financial Statement.

CLEVELAND, O., April 1, 1905.

MORTUARY FUND FOR MARCH.

Balance on hand March 1, 1905.....\$185,116 90
Paid in settlement of claims..... 69,750 00

Surplus.....\$115,366 90

Received by assessments 692-95
and back assessments.....\$101,682 49
Received by assessments 748-53 1,357 45
Received by Special Mortuary
fund*..... 715 70
Received from members whose
insurance was carried by As-
sociation..... 408 30\$104,163 94

Total in Bank March 31, 1905.....\$219,530 84

Mortuary fund.....121 490 44
Special mortuary fund*..... 98 040 40 219,530 84

EXPENSE FUND FOR MARCH.

Balance on hand March 1, 1905.....\$ 12,951 41
Received from fees..... 433 67

Total.....\$ 13,385 08

Expenses during month of March..... 1,266 51

Total in Bank March 31, 1905.....\$ 12,118 27

*The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

Statement of Membership.

FOR MARCH, 1905.

Classified, represents: \$750 \$1,500 \$3,000 \$4,500

Members who paid as-
sessments 692-95..... 4,441 23,388 9,761 1,614

Members from whom as-
sessments 692-95 were
not collected..... 379 1,617 557 24

Members carried by the
Association..... 2 133 283 23

Applications and rein-
statements received
during month..... 519 182 23

Totals..... 4,822 25,657 10,783 1,684

From which deduct poli-
cies terminated by
death, accident, or
otherwise..... 23 75 28 6

Total membership Mar.
31, 1905..... 4,799 25 582 10,755 1,678

Grand total..... 42,814

M. H. SHAY, Gen'l Sec'y & Treas.

DIAMONDS

ON CREDIT

WRITE FOR CATALOGUE



Every Woman Loves a Diamond

The greatest feminine wish is for Diamonds. When a woman is truly beautiful she wears Diamonds. With Diamonds she becomes doubly attractive. Diamonds enhance the charms of all women. Sweetheart, wife, daughter and mother eagerly desire fiery, flashing aristocratic gems. And woman's intuition is right. The scintillating jewels make her beautiful, aid her in achieving social triumphs, and, in necessity are her instantaneous asset—her savings bank. A wise woman knows she can get prompt cash for her Diamonds—wherever she may be—in any part of the world. *Write for Catalog.*

Write for a Catalog The Loftis Catalog is free. Write at once for a free copy of our luxurious and beautiful catalog containing 1,000 illustrations of Diamonds, Watches and Jewels—66 pages of valuable information explaining our popular system in every detail, giving lowest quotations. We also send free to all applicants a unique and interesting Diamond Souvenir Booklet. Write at once and we will send you both Catalog and Booklet free, to your great pleasure and advantage.

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LOFTIS

BROS & CO. ESTD 1858

DIAMOND CUTTERS
Manufacturing Jewelers
and Opticians.

DEPT. E 44.

92 to 98 State Street,
CHICAGO.

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We Will Buy

A 50c. Bottle of Liquozone and Give it to You to Try.

We want you to know about Liquozone, and the product itself can tell you more than we. So we ask you to let us buy you a bottle—a full-size bottle—to try. Let it prove that it does what medicine cannot do. See what a tonic it is. Learn that it does kill germs. Then you will use it always, as we do, and as millions of others do.

This offer itself should convince you that Liquozone does as we claim. We would certainly not buy a bottle and give it to you if there was any doubt of results. You want those results; you want to be well and to keep well. And you can't do that—nobody can—without Liquozone.

We Paid \$100,000

For the American rights to Liquozone. We did this after testing the product for two years, through physicians and hospitals, after proving, in thousands of different cases, that Liquozone destroys the cause of any germ disease.

Liquozone has, for more than 20 years, been the constant subject of scientific and chemical research. It is not made by compounding drugs, nor with alcohol. Its virtues are derived solely from gas—largely oxygen gas—by a process requiring immense apparatus and 14 days' time. The result is a liquid that does what oxygen does. It is a nerve food and blood food—the most helpful thing in the world to you. Its effects are exhilarating, vitalizing, purifying. Yet it is a germicide so certain that we publish on every bottle an offer of \$1,000 for a disease germ that it cannot kill. The reason is that germs are vegetables; and Liquozone—like an excess of oxygen—is deadly to vegetal matter.

There lies the great value of Liquozone. It is the only way known to kill germs in the body without killing the tissue, too. Any drug that kills germs is a poison and it cannot be taken internally. Every physician knows that medicine is almost helpless in any germ disease.

Germ Diseases.

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Liquozone attacks the germs, wherever they are. And when the germs which

cause a disease are destroyed, the disease must end, and forever. That is inevitable.

- | | |
|--------------------|---------------------|
| Asthma | Hay Fever—Influenza |
| Abscess—Anæmia | Kidney Diseases |
| Bronchitis | La Grippe |
| Blood Poison | Leucorrhœa |
| Bright's Disease | Liver Troubles |
| Bowel Troubles | Malaria—Neuralgia |
| Coughs—Colds | Many Heart Troubles |
| Consumption | Piles—Pneumonia |
| Colic—Croup | Pleurisy—Quinsy |
| Constipation | Rheumatism |
| Catarrh—Cancer | Scrofula—Syphilis |
| Dysentery—Diarrhœa | Skin Diseases |
| Dandruff—Dropsy | Stomach Troubles |
| Dyspepsia | Throat Troubles |
| Eczema—Erysipelas | Tuberculosis |
| Fevers—Gall Stones | Tumors—Ulcers |
| Goitre—Gout | Varicocele |
| Gonorrhœa—Gleet | Women's Diseases |

All diseases that begin with fever—all inflammation—all catarrh—all contagious diseases—all the results of impure or poisoned blood.

In nervous debility Liquozone acts as a vitaliser, accomplishing what no drugs can do.

50c. Bottle Free.

If you need Liquozone, and have never tried it, please send us this coupon. We will then mail you an order on a local druggist for a full size bottle, and we will pay the druggist ourselves for it. This is our free gift, made to convince you; to show you what Liquozone is, and what it can do. In justice to yourself, please accept it to-day, for it places you under no obligation whatever.

Liquozone costs 50c. and \$1.00.

CUT OUT THIS COUPON

for this offer may not appear again. Fill out the blanks and mail it to The Liquozone Co., 458-464 Wabash Ave., Chicago.

My disease is
I have never tried Liquozone, but if you will supply me a 50c. bottle free I will take it.

.....
.....

M 3-5 Give full address—write plainly.

Any physician or hospital not yet using Liquozone will be gladly supplied for a test.

BROTHERHOOD OF
LOCOMOTIVE ENGINEERS
MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
807 SOCIETY FOR SAVINGS BLD'G, CLEVELAND, O.

Vol. XXXIX.

JUNE, 1905.

NUMBER 6.

Denver, Northwestern & Pacific Railroad.

The Denver, Northwestern & Pacific Railroad, or as it is more generally known, "The Moffet Road," was projected by David H. Moffet, to extend from Denver to Salt Lake City, a distance of something over 500 miles. With Mr. Moffet the construction of the road has been a matter of sentiment as well as a business proposition. Nearly half a century ago he came to Colorado, and it has been within the confines of his adopted State that by successful ventures in mines, real estate, banks and railroads he has massed the millions which he is putting into the new road, which will open up a new em-

pire and stand as a lasting monument to his memory.

If the reader will consult a railroad map of the Rocky Mountain region, he will notice that between Denver and the "City of the Saints" lies a strip of territory 500 miles in length and 200 miles in width across which no railroad has stretched its meshes. The reason for this lack of steam communication with the outside world is not because the tract is a barren one, for it contains some of the most fertile valleys of the States of Colorado and Utah. In its mountains are rich deposits of the precious metals, gold and silver, and vast fields of coal, gilsonite, iron, etc., awaiting but the coming of



YANKEE DOODLE LAKE.

the railway to develop this vast wealth.

From the top of any high building in Denver one may see to the northwest the reason for this undeveloped region in the frowning battlements of the Front Range, the rampart of the Continental Divide, stretching like the Great Wall of China in front of the coveted territory on which the leading spirits of the western railway have cast longing eyes and made many a futile attempt to reach in the years gone by.

It has remained for Mr. Moffet and his engineers to scale the ramparts and to connect the outside world with the vast territory beyond its barriers.

It was early in January of 1903, a little

of the towering mountains which form the crest of the Continental Divide, the road climbs by varying grade whose maximum is two per cent. Thirty tunnels, varying in length from 75 feet to over 1,700 feet, and whose combined lengths are over 16,000 feet, have been driven.

It is the intention of the railroad company to pierce the Main Range of the mountains at an elevation of about 10,000 feet by a tunnel something over four miles in length. Until this is completed, the "temporary line," as it is called, winds away to the northward, and by a devious route and a four per cent grade, finds its way to summit on Rollins Pass, where



CLIMBING THE MOUNTAIN NORTH OF TOLLAND, COL. - F. J. FRANCIS, PHOT'R.

over two years ago, that the first work on the real construction of the line was commenced. In these two years only seventy-seven miles of grade have been completed and track has been laid. But to appreciate the reason for this apparent slowness of construction one has but to ride over the finished road and to note that from the time the foothills are entered, a few miles from Denver, until Arrowhead, the present western terminus, is reached, fully a half of the grade was constructed through cuts, or tunnels, which were blasted through solid rock on the mountain sides.

From Denver to Tolland, which lies at an elevation of 9,000 feet at the very foot

from an elevation of 11,660 feet, the highest point reached by any broad-gauged road in the world, the passengers may look eastward over the plains for a hundred miles, and to the west range after range with their snow-capped peaks are within the vision, and in the more immediate foreground the traveler may look down into the magnificent amphitheater of Middle Park, 3,000 feet below, where the Frazer River winds like a silver thread through the green meadows, and nearer yet are the vast pine forests, coming up to timber line below the Pass.

Often the train in making the ascent to the Pass, climbs through the clouds which hug the mountain sides and one looks

down upon the billowing vapor, which beats against the higher mountain peaks as the waves are dashed upon the islands of the sea.

A few miles from the summit, on the Pacific slope, is "The Loop." At "Rifle Sight Notch," as it has been named, the line leaves the regular slope of the Main Range and enters upon a trestle which carries it across the "Notch" to the well-timbered slopes of Spruce Mountain. This mountain is completely encircled by the railway, first traversing the east side, then around the west side and onward to the south side, where it passes through a tunnel directly below the "Notch" and under the trestle mentioned above, to the

Mr. Stetson's Denial.

"I'm sorry you're going home to-morrow," said Jimmy, regretfully. "You see, I've sort of formed the habit of dropping in for a chat and a cup of tea every afternoon."

"Four weeks ago you had never heard of me," reproved Miss Caswell.

"That," said he, "is where you wrong Mrs. Granger. She has sung your praises into this willing ear lo, these many years."

"Mrs. Granger is so enthusiastic," declared Letty, none the less pleased at the statement. "If she likes you she canonizes you."

"I know," he agreed. "I am trusting to



COAL CREEK BRIDGE, WHERE THE MOFFET ROAD ENTERS THE FOOTHILLS.—F. J. FRANCIS, PHOT'R.

east side again, thus forming a complete loop. In making the loop which is a mile around, the road has made a descent of 175 feet. (See loop on cover.)

Taken as a whole, the Moffet road cannot be excelled for the beauty and the grandeur of its scenery; for, leaving the levels of the streams, it climbs hundreds of feet above on the mountain sides, thus giving a vast panorama of plains and distant mountains.

Work on the grade between Arrowhead and Hot Sulphur Springs will be completed early in the summer and the road will then be extended to that point.

F. J. FRANCIS.

the pair of wings she has endowed me with to be my strongest argument with you."

"In what cause?" she asked curiously.

"I am a poor creature of habit," he began, lightly enough, with an undercurrent of seriousness in his tones. "I have contracted the habit of expecting chat and tea at four each afternoon, and I had hoped to convince you that it would be desirable to make the custom permanent."

"What are you driving at?" she laughed.

"I mean," he said more soberly, "that I crave the honor of making you my wife. Don't think I'm not serious," he went on as he saw her frown. "I speak lightly,

because, did I put into my plea all the feeling within me I should make even Mrs. Granger hear me."

Letty Caswell glanced at the unconscious hostess, who was placidly knitting in the bay window, her thoughts busy with the match-making plans which had led her to invite Letty Caswell to visit her.

"I am sorry," began Letty, "that you should have said this. It seems unfortunate that this should have come up the last day."



CASTLE GATE TUNNEL, MOFFET ROAD.—F. J. FRANCIS, PHOT'R.

"That means no?" he asked.

"You see," she explained, "I want the man I marry to be one of the world's fighters. The man I love must have done something. You have idled all your life because your father left you money."

"I am afraid," murmured Jimmie, "that Mrs. Granger has not been as good an advance agent for me as she has been for you."

Letty caught his hand in hers, carefully

evading his attempt to squeeze it. "Does that look like the hand of one who works?" she asked, pointedly.

"It does not," he agreed, promptly. "I have often thought I could get a good round sum as a recommender of the patent soap I use."

She dropped his hand with a gesture of vexation. "Did you ever do any hard work?" she cried.

"Lady," he said gently, "it is not for me to blazon my accomplishments to the world, but I have worked hard—real hard. Even now I accomplish much, but I am cursed with modesty."

"Please," she begged, "do not let us discuss the matter further. Let this last day be pleasant."

With a bow he handed her his empty cup, and as he stirred his second cupful he cleverly turned the conversation. Miss Caswell bit her lips. She would not have him submit to her negative so calmly. She was really fond of Jimmie. He might have made a better fight. It simply went to prove what she had already said; that he was naturally indolent. She did not know Stetson.

Carmensville was the terminal of a two hundred mile branch road which had been built mainly by the elder Stetson. It opened a large section of country to the world, and now boasted two trains each way every day.

Miss Caswell was to leave on the morning train, but on her arrival at the station her departure seemed strongly problematical. The train stood before the platform, but the engine had not yet been coupled on and the general topic of discussion was the report that both the engineer of the passenger train and the man who ran the yard engine had been hurt the night before while some minor repairs

were being made in the house.

It was with a decided sense of relief that Letty presently beheld the engine slowly backing down to the train, and with a gasp she realized that the figure in blue on the engineer's seat was Stetson.

He slipped out of the cab when the coupling had been made and with raised cap approached the girl.

"I had expected to have the pleasure of running down to the junction with you,"

he said as he came up, "but I shall have to run the train down as far as Harding. If I can get a man down there when we change engines I shall come back then. At any rate you will wait for me at the junction, won't you?"

Letty's glance gave assent, and with another bow he was gone. A moment later the train pulled out, only ten minutes late.

As Letty settled herself for the five-hour run she thought half regretfully, of the chat of the previous afternoon. If Jimmie could run an engine, he must have known something of hard work. Perhaps she had been unjust. At any rate she had been hasty. There was nothing awkward about his handling of the train. He evidently knew his work.

Her confidence was not shared by her neighbor, a fussy woman who querulously besieged the conductor with questions as to whether there was any danger with an amateur engineer in charge of the train.

"Danger!" retorted the brass-buttoned one, "why, Mr. Stetson almost built the road. He made the preliminary survey, he had charge of the construction and was on a locomotive for three years. There isn't anything about railroading he doesn't know. That's why he runs this road since his father died and he gets his business all cleared up before noon. Why, when we had the blizzard back in '96 he bucked his way through the drifts when even Pete Howell didn't dare stay on the engine, and Pete began as a boy. Don't you be afraid."

He passed on and left his questioner comforted, but Letty was quietly crying into her handkerchief. She knew now that she loved Jimmie and would have married him anyhow had he urged her the day before.

When they had passed Harding two hours later Jimmie came into the car. Letty gasped. His hands were as clean and soft as though he had just come from his desk. His linen was spotless and his clothes immaculate.

"Want to change your mind now?" he asked, half laughingly, half seriously. A pressure of her hand was the only answer, but Jimmie was happy. "I can't blow

my own horn," he laughed, as the new engineer whistled for a crossing, "but I can blow my own whistle."

"I'm so glad it happened," whispered Letty.

"So are all three engineers," he laughed. "The other two got a day off."

"Then they are not hurt?" she asked. "You did this on purpose?"

"You didn't think I was quitting when I dried up yesterday, did you?" he asked, enigmatically.—*Philadelphia Inquirer.*



TUNNELS NO. 4 AND 5, MOFFET ROAD, COL.—F. J. FRANCIS, PHOT.

A Love Song.

Love, the moon is overhead,
All the misty woods are still!
What was that my lady said?—
"I will never wed until
Some great hero that I meet
Smith humbly at my feet."
Well-a-day! Well-a-day!
She would surely tell me nay,
I will wait some other day,
Once again the moon is new—
Like a broken band of gold

New or old my heart is true,
 But my lady seemeth cold.
 When the mellow planets shine,
 Shall I ask her to be mine?
 Well-a-day! Well-a-day!
 What if she should tell me nay?
 I will wait another day.

Sooth I think she'll drive me mad—
 Yet I thought, when passing by,
 That her blossom-face was sad,
 And a tear was in her eye.
 Can it be if I should sue
 I should find her heart was true?
 Well-a-day! Well-a-day!
 What if she should tell me nay?
 I will wait another day.

Not a shred of moon above,
 And of starlight there was none;

than talk; and in the second, because he would rather talk of some other than himself; so he said rather vaguely, "I sang."

"Ah," groaned Lee, "don't tell us you sang."

"But," said he, "Mrs. Weems said they must be amused, and begged me to help her, so what could I do?"

"You certainly took the surest way to amuse them," said Myrtle, lazily.

"I hope," said Lee, "it wasn't anything funny. You look so doleful over a comic song, as if it were a painful satire upon a heartrending fact. What did you sing? I am absolutely suffering to think what that poor crowd must have had to



BOULDER PARK, COL., MOFFET ROAD. A TUNNEL THROUGH THE MOUNTAINS IN THE DISTANCE IS CONTEMPLATED.—F. J. FRANCIS, PHOT'R.

But I met my lady-love,
 And I wooed her and I won.
 Shyly, sweetly, did she own
 That she cared for me alone.
 Well-a-day! Well-a-day!
 Yet she might have told me nay
 Had I asked her yesterday.

—Hattie Whitney, in Lippincott's.

Doctor Jack.

"Doctor Jack."

"Well!"

"Tell us about it. What did you do?"

Doctor Jack looked confused—in the first place, because he would rather listen

endure, and on a hot day it is so exhausting to pity one's neighbors."

Doctor Jack smiled. "I sang 'Si tu savais,'" said he.

"Better than I hoped," sighed Lee. "I was afraid you would try to wrestle with some particularly high note, and disgracefully be worsted: they were really fortunate. But here's smoke upon the wind. I see the end of a cigar and I know it is Hunt's."

With a slow tread Hunt Campbell approached. Doctor Jack looked silently at Myrtle, and a tired look passed over his face, but it was as quickly chased away by the

welcome smile he gave the new-comer.

"Well, Jack, old boy, how goes it?" said Hunt.

"Always well," replied Doctor Jack, in his quiet voice.

They formed a contrast, the two men, one tall, muscular, handsome; the other, with a head finely formed, full of intellect, but looking as if it had outgrown the body, which was pinched and insignificant.

"Hunt," said Lee, "what do you think Doctor Jack has been doing? He actually sang at Mrs. Weems's party."

Hunt laughed and walked round to the end of the porch where Myrtle Ware was sitting, the sunbeams flickering upon

other minute, and went into the house. Miss Ware sat idly pinning leaves together by their own stems, and Hunt Campbell sat watching her, now and then making a remark. Doctor Jack was left alone. Poor Doctor Jack! with his great heart and little body; his lovely soul and plain face; a heart mighty to conquer where many would fail; a soul great enough to find heaven. Among his books, in his quiet life, he had grown old too soon; reserved he always was, but ever at hand to do a hundred things that no other man would think of. His days had been lonely, save when brightened by the yearly visit of his cousins, Hunt and Lee Campbell, who came every summer to the old



A STREET IN ARROWHEAD.

ARROWHEAD, COL.—MAKING A TOWN IN THE TIMBER.—F. J. FRANCIS, PHOT'R.

her warm-hued hair, and chasing each other like gay gold butterflies over her white dress, so happy they all were—happy as the flowers who have no right to sorrow; happy as the wind that plays at kissing games with the blossoms, and yet, the flowers die and the wind gathers his cloak about him and howls and shrieks and moans. But now, it is rose-crowned Summer—the hour of Pan; the air is full of the warm breath from a thousand sweets; the birds are mute; the treetops sway too and fro more gently; the "little leaves clap their hands" more softly. Nature stands with a "Hush, hush" upon her lips while her children rest.

Soon Lee declared it too hot to stay an-

place to breathe the fresh air, tease Jack, and do a dozen other things to set him thinking when the long evenings come on, and he was alone. Within the last year there had blossomed in Jack's pathway a fair flower, whose fragrance intoxicated him, yet which he dared not touch. He was content that it bloomed. When Myrtle Ware came among them, he wondered what he had been doing all his life, and he loved her. This bright June day, however, crept over him a shadow. He saw Myrtle's face light up when his handsome cousin came near. He saw how Hunt first looked into Myrtle's eyes before he spoke to any one else. Now they were talking together as if the world held just

themselves, and for none others were made the June roses, the tender grasses, the soft island-flecked blue sky. Doctor Jack leaned back in the old flag-bottomed rocking-chair and rocked to and fro.

* * * * *

The days sped by, and finally, a morning came Myrtle felt more alone than ever before. A sudden illness of Hunt Campbell, Sr, called his son and daughter home; but a little note was left by each for Myrtle, Lee's merely a farewell—Hunt's something more—a question which took but one word to answer. "Do not write," said he, "and tell me No. I would rather get used to it little by little; but if it is Yes, I cannot wait one minute."

carried her small head higher; but there was a wistfulness in her blue eyes that only Doctor Jack saw and wondered at. He went to see her often, sent her books, took her to drive; as the autumn came on, searched the woods for brilliant leaves, and would almost break his neck climbing after some particular high-colored bit of vine. Myrtle came to look for his visits as the only good thing in life. He was always kind, ever studying her comfort and pleasure, amused her in a hundred ways. She plunged headlong into study, and found him always ready to help her over intricate questions with just the right book or paper. He seldom spoke of the summer past, for he



THE ARROWHEAD DEPOT, MOFFET ROAD, COL.—F. J. FRANCIS, PHOT'R.

Myrtle's letters lay upon the table, one to Lee, and the other that which she had written to Hunt—her little Yes.

She called the servant and bade him mail them, and then sat down on the porch, where she had lived so much of her summer dream, to dream it over again. The same roses, the same sky, the same green fields; but the best part of the dream was gone, and she shut her eyes and builded "castles in the air."

The days went on. Myrtle grew nervous as the time came for a letter and none arrived. Finally, word from Lee: "Father was better. They would all spend the winter South." Not a word from Hunt. Myrtle grew prouder and haughtier,

did not find her ready to talk of it. The memory was too sweet, too sad for her ever to speak of; but it haunted her continually.

"I wonder," said she, one day, "if there ever was anyone happy."

"I think we could be," said Doctor Jack; "but we will have to determine to reverse things, and call that life the real which is the inner, that the unreal which now appears."

"One would have to reach a climax of self-government before he could call his inner life the real one," said Myrtle. "I don't believe I care to call mine so," she sighed.

Doctor Jack looked at her slim hands

folded within one another, and longed to take them in his and tell her how strong he felt, and how he would love to hide her in his heart, where never a cold breath should touch her; but he did not then: he felt it would be no use, and thought the time might come when she would so know and understand him, so need him, that he could speak and she would listen.

The days grew shorter and shorter; the roof of the porch was covered with snow; the vines, that such a little time since had blown their blossoms into Myrtle's lap, were now dappled with snowflakes; the river was ice-bound, and the moon looked down on no fair lovers rocking on the water's breast. Myrtle could stand it bet-

And so the winter days dropped away and still Doctor Jack waited.

One day in early spring—one of those days that is like the sample page from some delightful book, only making us want to read the whole—Doctor Jack and Myrtle stood in the open doorway, breathing the air that had already a breath of sweetness in it. The trees had not ventured to put out their green finger-tips very far to shake hands with the wind; the crocuses and snowdrops were more fearless, simply, I think, because they were so small and knew they would only be patted on the head. Doctor Jack and Myrtle stepped out upon the damp ground, and made their way around the flower border. In one spot Myrtle's namesake,



MOFFET ROAD TUNNEL CONSTRUCTION AND TEMPORARY TRACK AROUND IT.—F. J. FRANCIS, PHOT'R.

ter. Hunt's foot had never trod this snow; she had never watched for him from between bare branches and winter-stripped vines. It was as if the summer had never been; it was even better than last winter, for here was Doctor Jack always to look for, appeal to and argue with. She was always thoroughly glad to see him. He knew it, and could have worshiped her; he did not know a girl friend would have been just as welcome. She never thought of his caring for her, it seemed so natural for him to be there just as he had been when Hunt's voice was the only one she cared to hear, and his hand the only one she cared to clasp.

which had kept alive all winter, had put out one new blossom. "Was it a good omen?" thought Doctor Jack.

"May I have it?" he said.

"Certainly," she replied.

"Will you give it to me, then?"

Myrtle looked at him; his voice sounded strangely low and intense, and the hand that he stretched out was unsteady; for the first time she understood him.

"Have you no other blossom to give me, Myrtle?" he went on—"one from the garden of your heart?"

"What do you mean?" she said hurriedly. "what other could I have? it is too soon for many to have blossomed."

"May I wait, then," said he, "and hope that spring's gentle hands will find me one after a while?"

"Yes," said Myrtle, "you must wait."

He held her two hands one moment at parting, smiled his good-by, and left her standing on the broad step of the porch, the April sunshine finding the gold in her hair, the April winds blowing about her. He did not look back; it was too sweet a picture to have vanished. Ere he reached home the capricious sky was clouded, and large drops began to fall. What did it signify to Doctor Jack? The precious little sprig of myrtle had bloomed for him, and the summer-time might bring him

mean? Like a flash it all came over him. It was a book he had loaned Myrtle; he remembered the man bringing it back to him that summer day after his cousins left—remembered with painful distinctness his taking out some letters and transferring them to his pocket; *this* had been left, and Myrtle—was here the cause of her distraught, languid air and dready eyes? Thoughts, like birds, white and black, flitted across his mind. A feeling of terrible anguish for himself, drowned in his pity for her, came over him. What should he do? It was hard, hard, he told himself. Why should he have taken down that book, of all others? He had not



SOME OF THE DIFFICULTIES OF CONSTRUCTION, MOFFET ROAD, COL.—F. J. FRANCIS, PHOT'R.

something. He could wait. When alone in his library, before the open wood fire that made it just warm enough, he gave himself up to dreams sweeter than he had ever dared to dream before. Her face to smile upon him, her hand to lie in his, her lips—he caught his breath; it was too much, and getting up, he walked rapidly across the room, took at random a book from the shelf, and sat down again. He opened the book; something fell out; he picked it up; it was a letter. Mechanically he read the address, and his heart stood still. In Myrtle's handwriting, fair and distinct, stood out the name and address of *Mr. Hunt Campbell*. What did it

touched it all these months, and now to want it. She might have learned to love him; she had said to wait. Then with a mighty effort he faced his duty. Sitting down he wrote a note, telling her he must go away for a few days. "I think you will be glad when I return," he said; "I hope so." His precious Myrtle blossom—it had bloomed too soon; those that came after others would take; his could not have the warm sunshine, the happy faces of sister flowers; it had been all alone, as he, too, must henceforth be. Night saw him speeding away to his cousin.

"Are you sick, Doctor Jack?" cried Lee, as she met him in the hall. "You

dear old fellow, you look as if you had been devoured by fever, or racked with chills. What is the matter?"

"I am well," said he, softly patting her two little tender palms together, and looking down into her brown eyes; you would cure anyone. Where is Hunt?"

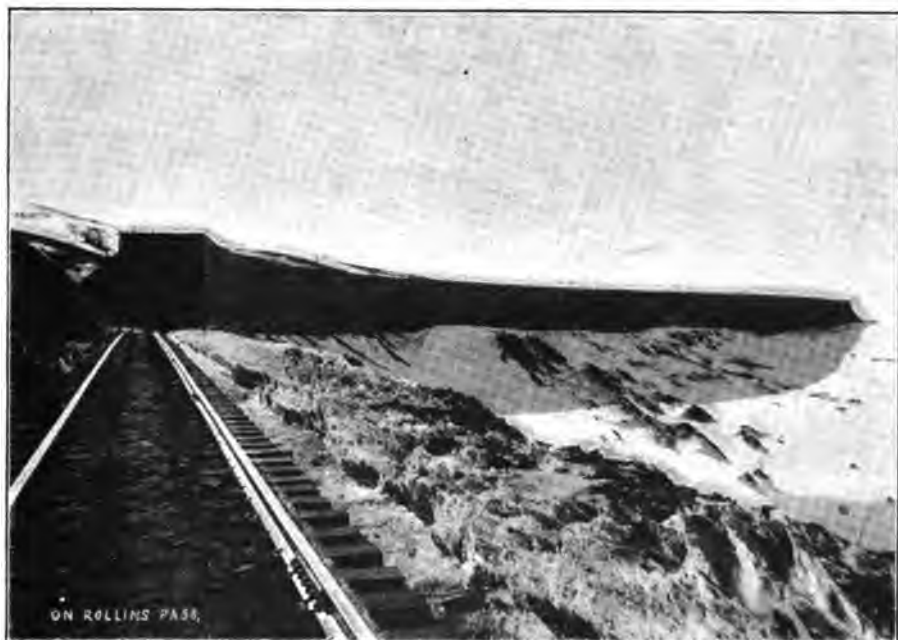
"In his room, I suppose. He is a perfect bear—mopes all the time. It is only by a herculean effort that I can drag him out anywhere with me. Will you go up? Perhaps you can raise his spirits; I believe he is bilious; I tell him so, but he treats my suggestions of doctors, medicines, etc., with proud disdain."

"Perhaps I can cure him," said Doctor

denly struck in the face—"no; what right had I to expect it? Because I laid my heart at a woman's feet, had I any reason to suppose she would pick it up? Because I chose to make a fool of myself, had I any reason to suppose she would humor my idiocy? I thought I was clothed and in my right mind now, but I believe I am not. Doctor Jack, Doctor Jack, why did you ask me such a question? You might have waited until I had grown out of my fever, and could stand such things."

"Then you do love her?" said Doctor Jack slowly.

"Love her! I suppose I am a consummate idiot to do so, but I do. Aren't you



SNOW-SHEDS, ROLLINS PASS, MOFFET ROAD, 11,600 FEET ABOVE SEA-LEVEL—F. J. FRANCIS, PHOT.

Jack; "you know I am celebrated in difficult cases," the forlorn hope dying out in his heart that perhaps, after all, Hunt had found some new love, and he could go back to Myrtle with all his love for her in his hand, and not buried out of sight.

"Come in," said Hunt, in answer to his knock. "Why, Jack Forsyth—Doctor Jack, of all persons! How are you, my boy?" and the brown eyes looked down with genuine pleasure on Doctor Jack's five feet eight.

"Hunt," said Doctor Jack without a moment's preliminary—he must go through with it, or his brain would burst—"did you expect a letter from Miss Ware after you left us last summer?"

"Expect it," said Hunt, like one sud-

sorry for me?" with a poor attempt to be gay.

"No," said Doctor Jack; "this should have been yours long ago. I cannot say that it was my fault that it was not; but partly because it was, I determined not to rest until I saw it in your hands—" and he handed him the square white envelope.

Hunt snatched it like some hungry beast.

"What does it all mean," he said. "Good heavens! Doctor Jack, somebody must be mad."

"Perhaps so," said Doctor Jack. "It may be me. I am sure it is not you."

"Tell me about it, quick. My Myrtle—mine—mine!" he said exultingly.

Doctor Jack told him all he could guess, but Hunt only half heard.

"What will she think?" said he, then, in another tone. "Perhaps she had forgotten me—it is so long since. Why should I not think she has learned to despise me? Oh, Doctor Jack! It is too late—too late!" he groaned.

For one moment the thought, like a sheet of white light, dazzled Doctor Jack; but he resolutely shut his eyes to it, and so shut out his own heart and locked and barred the gate.

"You must go back with me," he said, "I think she will understand."

"And will you help me—make her see me—tell it was a mistake?" he asked, eagerly.

"Yes," said Doctor Jack, striving to smother his own heartache. "I will do anything you ask."

Meanwhile, Myrtle was alone. Doctor Jack's note was rather a relief to her. She wanted time to think. She had not awakened from her first love-dream, and he had disturbed her. She could think of him without Hunt, make up her mind to his goodness, hide his defects, bow to his nobleness, almost love him; but when she thought of Hunt she cowered down, and dared not face herself.

"If I could never meet him," she thought, "in time I might forget, but not now—it is too soon; I dare not trust myself." And after a night of indecision she awoke no nearer to making up her mind.

A week had passed since Doctor Jack went away. Myrtle, with trowel in hand, was busy in the garden. Looking around she spied Doctor Jack; then, in a moment, saw that he was not alone. All her woman's pride arose.

"How dare he!" she said to herself. "Has he no feeling? How could he come here?" She could not move, but stood like stone till they came up.

"Miss Myrtle," said Doctor Jack, taking her cold hand, "there has been a mistake, and Hunt was not to blame."

"A mistake?" she asked, looking beyond them both.

"Yes," said he, "a sad mistake; will you let Hunt tell you? I shall be very glad if you do."

"A mistake?" she said again, slowly, "if you say so it must be true."

He saw them walk away into the spring sunshine, into the new life that was opening around them and for them; he stood still with uncovered head, beneath the free fair sky, triumphant, victorious, with many a wound from the battle, but still victorious.

"For those that overcome the crowns are ready."

She would return to him with glad eyes, with happy heart, with fairest hopes; and

he was glad—glad for her, glad for himself. He stood with outstretched hands to meet them, and one of God's own angels could not have given them holier benediction.—*Frank Leslie's Illustrated Newspaper.*

The Blacksmith's Dinner.

"I have brought your dinner, father,"

The blacksmith's daughter said,
As she took from her arm a kettle
And lifted its shining lid.

"I haven't any pie or pudding,
So I will give you this."
And upon his toilworn forehead
She laid a childish kiss.

The blacksmith tore off his apron
And dined in happy mood,
Wondering much at the savor
Hid in his humble food,
While all about were visions
Full of prophetic bliss,
But he never thought of the magic
In his little daughter's kiss.

While she, with the kettle swinging,
Merrily trudged away,
Stopped at the sight of a squirrel
Catching some wild bird's lay.
And I thought of many a shadow
In life and fate we would miss
If all our frugal dinners
Were seasoned with a kiss.

—*Chicago Blacksmiths' Journal.*

For the Sake of Harmony—A Political Story.

BY THE HON. W. H. HENRICKSEN.

"Squire Burley died last night," said Mr. Hollingsworth at the breakfast table.

"You don't say," said Mrs. Hollingsworth, in her surprise suspending the coffee pouring. "How did you hear?"

"Why," said Mr. Hollingsworth, "Jeff Goacher passed here just now. He had just come from Burley's and was going to town to get the coffin. He said the squire died about 2 o'clock this morning."

"I had not heard he was seriously ill," said Martha, the eldest daughter. "He's been ailing for a year or so, but it was not thought to be serious."

"Well, it proved to be," said Mr. Hollingsworth. "Jeff said he was took bad yesterday morning and died this morning. Bright's disease, Dr. Hoagland said. Jeff said the doctor told him there was no cure for the trouble, though a man might have it and hang on a long time."

"We'll have to have another election for justice of the peace," said Andrew, Mr. Hollingsworth's son, aged 25.

His father nodded.

"Martha," said Mrs. Hollingsworth, "I'll leave you the dishes to do up. I

must go over and see if I can do anything for poor Mrs. Burley."

"Sartin," said her husband. "Andy can hitch up the spring wagon right after breakfast. You get ready and we'll drive over."

"How old was the squire?" said Martha.

"He must have been about 70, I reckon," said her father. "He was several years older than I be. The funeral will be about Friday, I guess."

As they rose from the table Martha said: "Now, ma, don't wait for anything else, but get ready to start right away. I'll take care of the work. When will you be home?"

cool air of the first days in December was invigorating and conducive to conversation, but the mission upon which they were bound being a solemn one, neither had much to say. Down the road the horses flew, past the plowed stubble and standing corn to the woods that bordered the creek. Through that stream and up the hill beyond the horses slowed down to a walk, and still Mr. Hollingsworth was silent, though he involuntarily held the lines in a firm grip.

Mrs. Hollingsworth having taken advantage of their slow pace to readjust her shawl and bonnet, broke the silence by saying: "Death is an awful thing, Jacob."



RIVIERE DU LOUP FALLS, CANADA. SEE UNION MEETING, LINK DEPARTMENT.—COURTESY F. W. RIOUX, SEC. COM.

"I don't know, child, but you had better have dinner ready by 12, for Andrew and the men will want theirs. You might churn too, and don't forget to feed the chickens. You might leave the sweeping till I come home."

"Don't think of anything here, ma. I know what to do, and I'll tend to things. You'd better wear your black shawl!"

"Yes, child, you think of everything," and Mrs. Hollingsworth hurried off to dress for the trip.

In a few minutes Mr. and Mrs. Hollingsworth were on their way to Burley's. Both were silent for a time. The crisp,

He assented with a nod, and taking a fresh chew of tobacco from a plug, which he drew from his trousers pocket, reached for his whip and again urged the horses into a rapid trot.

The four miles to Burley's was soon passed and Mr. Hollingsworth, guiding his horses through the vehicles of the neighbors already assembled, assisted his wife to alight at the front gate and then led his horses to the rack and mingled with the group of men assembled in the front yard. His wife, giving her bonnet a final adjustment, had already hurried into the house. After a few minutes

spent in solemn conversation he, with other men, also entered the house.

It was 11 o'clock when Mrs. Hollingsworth said to her husband: "Jacob, we had better go. We have done everything we can, and there will be so many here for dinner that the house will be over-full."

"I guess you're right, Margaret," he said, and they were soon on their way home.

Mr. Hollingsworth seemed in a good humor, but said nothing till they passed the creek. Then, turning to his wife, he said: "Margaret, some of the folks want me to be squire in place of Burley."

"They might let the man get cold in his grave before they begin to talk of another squire," said his wife, solemnly.

"That's just how much women know about such things," he said, petulantly. "Suppose someone steals a horse or shoots a neighbor's hog. Who will send him to jail, I'd like to know, and the squire lying dead in his house?"

"Oh, Jacob, it's awful to talk about such things before the funeral."

"Of course, Margaret, but public duty has to be performed. The squire was only elected six weeks ago, and another election will have to be called right away. It's just as well to settle such things soon—in a quiet sort of way, of course."

"You know best about such things, Jacob, but when will you begin?"

"Now, Margaret, that's it. I can't begin till the election, which must be a month off. But women never know anything about politics."

They drove up to their home. Dinner was nearly ready and they were soon at the table.

"How was poor Mrs. Burley?" asked Martha.

"She's resigned," said her mother, sadly, "though they say she did take on considerably for the first hour or so."

"He left her pretty well off, I guess," said Mr. Hollingsworth, passing the cabbage.

"Who will be elected squire in his place?" asked Andrew.

"Some of the neighbors said I ought to be," said his father.

"That's all right," said Andrew.

"Jim Baker stopped a minute down in the timber, where we was cutting wood," said Bud Larkin, one of the hired men, joining in the conversation, "and said as how they were already talking of Lem Ransford for squire. Jim was for him; said Lem had been to school in Batesville and knowed lots of things 'bout law."

"Lem Ransford, indeed," said Mr. Hollingsworth, indignantly. "He ain't 30 year old yet."

"That's what I told Jim," said Bud,

"but he 'lowed that Lem was smarter than lots of men twiceet his age."

"Pa can beat him easy enough," said Andrew, who was something of a politician. "Don't you think so, sis?"

"I don't know, I'm sure," answered Martha, looking at the pickled beets, which were no redder than her face.

"Of course I can beat him," said Mr. Hollingsworth, in that tone of conviction which brooked no contradiction in his own house. "What more did Jim Baker say, Bud?"

"Oh, not much," said Bud. "Only that he was tired of having some old foggy for squire who was always ready to fine the boys for running a little horse race on Sunday or taking a drink or two when they went to town."

"Umph!" said the head of the family. "I guess Lem has a sort of fellow feeling for them sort." And the conversation ended.

Squire Burley's funeral was over, and the Sunday evening following Lem Ransford was a guest at the home of Mr. Hollingsworth. This was no unusual occurrence, for Lem and Martha had been "keeping company" for a year. He was a well-built, clean-looking fellow of 27, who lived just across the creek, and Martha, a fresh, wholesome-looking girl of 20, seemed a fitting mate for the young farmer.

Heretofore Mr. Hollingsworth had made no objections to Lem's visit, but the fact that the name of his daughter's suitor had been mentioned as his probable opponent in the coming election for justice of the peace had aroused his ire, and he sat fidgeting by the kitchen fire while Martha was entertaining her company in the best room.

"Now, Jacob," said his wife as she bustled around the kitchen putting things in order, "I know what's on your mind. You are mad at Lem about that squire business. You have no call to say anything to him, and you just keep quiet; maybe there's nothing to it. Let Martha entertain her company. Poor child, she has enough to do week days."

Her husband spat into the wood box and made no reply.

"Now, promise me, Jacob, that you won't say anything to Lem or go near him. You know he's a good boy and sets lots of store by Martha."

"What business has he got wantin' to be squire?" retorted her husband.

"How do you know that he wants to be?"

"Everybody's talkin' about it, anyway."

"Oh, let Martha manage that," said his wife soothingly.

"Women's got no business meddling

with politics," said Mr. Hollingsworth. "They always spoil everything."

"Of course," said his wife, "but Martha's a smart girl, if she is our own."

The old man's only reply was a snort of disgust, and he left the room to walk up and down the front porch, chewing his tobacco and nursing his wrath.

"I do hope he won't say anything to Lem while he is in that humor," said his wife as she went on with her work.

In the meantime Martha and Lem were thinking of anything but elections or justices of the peace. He told her of the bunch of hogs he had sold that week and the new buggy he had ordered from Cincinnati.

"It's a side bar," he said, "with yellow wheels, and the first Sunday after it

It was 10 o'clock when Lem said good-by to Martha. On the front porch he encountered Mr. Hollingsworth, who in an angry voice greeted him with, "Hello, Squire Ransford."

The words were intended to be sarcastic, but to Lem, who in his exciting state of mind saw everything in the best guise, they appeared jocular, so he laughed and replied, "First rate, Squire Hollingsworth."

"I want to say to you, Lem Ransford," said the furious old man, "that I never want you to set foot in my house again."

"Why, what's the matter, Uncle Jake?" said Lem, surprised.

"Matter enough, you young upstart. You know what's the matter. Get off my place."



BAY OF TADOUSAC, CAN., WHICH WILL BE VISITED BY STEAMER BY THE DELEGATES TO UNION MEETING TO BE HELD AT RIVIERE DU LOUP, JULY 4, 5, 6. SEE LINK DEPARTMENT. — COURTESY OF F. W. RIOUX, SEC. COM.

comes I'll drive over and show it to you. If I come in the afternoon will you take a ride in it, just to see how it goes? The bay colt will take it spinning."

"I'll ask ma," said Martha. "She don't much believe in buggy riding Sunday."

"Oh, we'll get home early and I'll take good care of you."

"Well, come anyway, and if ma don't want me to go you can spend the evening."

"Oh, we'll talk her around, I guess," said Lem. "She's always good to me. And, say, Martha, I've got something to say to you when we won't be interrupted."

"Oh, Lem."

Now Lem was good-natured, but he was combative, and his retort was quick: "I don't have to visit your darned old farm," he said, and walked down to the front gate in a rage.

Martha and her mother watched him from the window. They had overheard the conversation, and Martha cried herself to sleep on her mother's bosom, while Mr. Hollingsworth fumed and lashed himself into a yet greater rage on the front porch.

Lem Ransford was angry, and he mounted his horse and rode away without once looking back. He knew, of course, to what Mr. Hollingsworth referred when he called him squire, for he had been repeatedly importuned to be a

candidate against the old man. He had never for an instant thought of such a thing, and had told his friends repeatedly that he had no idea of being a candidate. Now, filled with anger by his treatment, he was ready for revenge, and when he overtook Jim Baker going his way and was asked about the matter he announced that he would be a candidate, and would begin his campaign in the morning.

Jim was delighted and promised his assistance, and the two laid the plans for the campaign.

The next morning Lem was in the saddle early and from house to house he rode, asking for votes. Of course he received the usual number of promises, the usual number of refusals, and the usual number of doubtful answers.

In the meantime his opponent was not idle and the spring wagon carried him from house to house on his mission of vote getting.

A week later the township having been thoroughly canvassed, each candidate had to confess to himself that the election would be close. There was no particular issue at stake to confuse the voters. It was simply a choice of men. The older and more conservative men favored Hollingsworth; the younger people were enthusiastic for Ransford, but there was a certain number of voters, mainly small farmers, renters, and hired men, who were noncommittal, and it was evident that they held the balance of power and would decide the result.

There was a party at Mr. Golden's, only a couple of miles from the Hollingsworth farm, and Martha and Andrew were there. Mr. Hollingsworth thought of going, but the frivolity of the affair he thought in bad keeping with his ambition, so he remained at home, letting Andrew, his son, look after his interests.

Martha, in spite of the trouble between her father and her sweetheart, was more than willing to go. She thought she might meet Lem there, and she wanted to tell him how sorry she was that her father had treated him so. She did meet Lem at the party, but they had time for a few words only, and he was soon carried away by his political friends. But she had time to give him the assurance that the contest between him and her father had made no change in her feelings.

Now Lem was not the only young man who admired Martha. In addition to others there was Chris Stribling, the young editor of the *Banner*, the weekly paper published at the county seat. He had paid Martha marked attention, and her good qualities as well as the size of her father's farm had produced on his mind a profound impression. He was at Golden's party, and he came with an

object. His success with Martha was not marked, but he determined to play a certain card which he held, and thus produce a successful termination of his suit for Martha's hand, and with it a portion of her father's farm when the time came.

During the evening he managed to secure a few minutes alone with Martha, and for the third time asked her to be his wife. She refused him kindly but explicitly as she had before, and then he played what he thought was his winning card. He said nothing at first, but quietly handed her a letter with a request to read it.

She did so with some surprise. She found it to be a letter written by her father to their member of the Legislature, urging him to vote for a bill before the lawmaking body and generally known as "The Cow Law." It was a bill forbidding cows and other domestic animals from running at large, and compelling all fences to be at a certain height. Mr. Stribling had in some way become possessed of this letter, which was really never intended for the public eye.

"Well?" said Martha, after she had finished reading the letter.

"You must know that the publication of that letter in the *Banner* and its circulation in this neighborhood will defeat him for justice of the peace or any other office."

"Indeed?" said Martha.

"Yes," said Mr. Stribling, "a large majority of the people in this township are opposed to the cow law which your father in this letter advocates. You know they voted against Mr. Burns for voting for the law. They do not know, however, that he did it by your father's advice, and your father is smart enough to keep still about it while he is running for office."

"Well?" said Martha.

"I have a proposition to make," said Stribling. "Promise to marry me and you may destroy this letter. Do you understand?"

"And if I refuse?"

"I shall print this letter in the *Banner* day after tomorrow, circulate it freely among the voters in this township and your father will be defeated."

Martha's heart throbbed with a vague hope she could not yet clearly define. She tried to collect her thoughts and said, "Give me a few minutes to think about this matter, Mr. Stribling. I shall soon bring you an answer," and she glided from the room.

"Very well," said Mr. Stribling, pocketing the letter and making himself comfortable. "I've got her," he muttered, and waited coolly for her return.

In the meantime Martha had fled to the garden, where she walked up and down trying to collect her thoughts. She knew enough about politics and the sentiment of the neighborhood to understand that the publication of her father's letter would produce his defeat. Her father's defeat meant a victory for Lem. Martha was a good daughter, but she was in love, and she admitted that she would rejoice in Lem's victory.

"But will that ape Stribling print pa's letter?" she asked herself. "He would not if he knew about Lem." Then, after a moment of thought, she murmured, "I know how," and she returned to the house to find the editor.

He had not changed his position, and

concluded the better plan would be to work for her father's election, not realizing that Martha would prefer to have him publish the letter so as to insure Lem's success.

Lem, incensed at his treatment, not only went at the canvass with a will, but told some of his young friends why he had changed his mind and was anxious to succeed, and he and his friends appealed to each of the doubtful and Lem won by a handsome majority, much to the disgust of Hollingsworth, who was bitter against his opponent, saying that Lem Ransford should never step foot in his house again.

Martha was elated at Lem's success, but was too wise to show her feelings to any but her mother, whom she depended upon



IN THE RAPIDS ON TOULADI RIVER, PROVINCE QUEBEC. SEE UNION MEETING CANADIAN DIVISIONS, LINK DEPARTMENT.—COURTESY F. W. RIGUX, SEC. COM.

walking up to him she said, "I have made up my mind to decline your offer."

"Do you remember the letter?"

"Of course I do," said Martha, "and you can print it as soon as you please. No one reads your musty old *Banner*, and no one cares for it. Pa can be elected in spite of it. Good evening," and she left him contemptuously.

The editor was very much chagrined at the failure of his threat to publish the letter, but his manner of obtaining it made him hesitate, and finally conclude not to do so, as it might reflect more upon him than Mr. Hollingsworth, and he still hoped to win Martha's good graces; so he

to pour oil on the troubled waters. Lem got his new buggy with the yellow wheels, and in spite of the antipathy, Martha found a way to take the promised ride, and eventually Squire Ransford found a way into the home of Hollingsworth, who came to think it was all right, so long as the office was in the Hollingsworth family.

The Blacklist in Practice.

BY M. A. HARGUS.

My troubles began all because of a little, cheap, one-sided strike of railroad

telegraph operators on one of the big railroads that traverse the middle sections of Ohio. I was in the strike, took an active share in it, as a matter of fact, and because of that, the trouble began.

Previous to the beginning of the strike my prospects were as bright and hopeful as I had any reason to hope for. I began to make my living as night operator at a little jerkwater station on a small line in Indiana. I got to be day operator in a few months. Then there followed two or three years in this capacity. At the end of them I was taken up by the head train dispatcher to work at a key in the division end office. And the operators who come to work in the division offices of a railroad are not the dubs of the road.

Things were going along so swimmingly and my assurances of success were so many that I got married when I got the promotion to the train dispatcher's office. I wasn't earning a great deal of money as an operator—\$65 a month was what the road I was with paid for operators at stations similar to mine—but I had saved a little out of it, and so had enough to fit up a nice home when we went to live in the larger town. After a few months I bought a home on the installment plan, and then I settled down to work my way up to a big success in the railroad business. I had ideas in those days, I firmly believed that it was only a question of working as hard and intelligently as one could, in fact, following the precepts for success laid down in the old-fashioned books, and one would in the end win success, if he merited it.

I made a hit in the train dispatcher's office. I got my promotion because one night, when the whole division was raving mad because a big wreck was apparently inevitable, I had kept my head and helped the chief dispatcher bring order out of chaos, and a cool head isn't a bad thing to have in a train dispatcher's office. Along with this I was a good man at the key. The chief dispatcher told me this, so there was no mistake about it. I got along well in the new office. My work was entirely satisfactory and my personal relations everywhere were the most pleasant. By industry I worked up within three years to be in a position where it was only a question of the dispatcher being promoted further up the ladder that I would step into his chair in that office. My pay as an operator there wasn't particularly high and the work was hard, but I saw the future looming up brightly before me, and I kept working harder and harder.

Then came the trouble. A nephew of the first vice-president of the road had been given a place as assistant to the

dispatcher. He was utterly incompetent as an operator, and hopelessly self-satisfied as a man. He knew nothing about railroading, but because he was a nephew of the first vice-president and was in authority, he had to make himself obnoxious to those that worked alongside of him. He was given the authority to reprimand and even discharge the men who were under him and he proceeded to put to use his power at the first opportunity.

They make the kind of men that that assistant dispatcher was in the place where none of us wants to go when we are dead. He was smallness and meanness typified. He had every man in the office ready to kill him before he had been there six months. Finally things became unbearable there and a delegation representing the entire office force went to the chief dispatcher with a complaint. The dispatcher could do nothing. We went higher with our complaint.

The assistant heard of it and discharged two of the men in the delegation. There was nothing to do then but for the rest of us to have a strike. It was impossible to work in the office with the assistant in authority, and nothing was done by the higher officers to relieve the condition of things there.

But the strike brought about the beginning of my trouble with the road. The details of the strike are not necessary. It was just a case of hold off, arbitrate, ruption, and arbitration for several strenuous days. Undoubtedly the railroad was put to much trouble, but it was its own fault, or rather the fault of the first vice-president, who persisted in backing his troublesome nephew. In the end we men lost, for the railroad spent a few thousand dollars and got men to fill our places.

It placed me in a hard position, that losing of my position. There was the home, about paid for, and a couple of children. We had been unable to save much during the years I had been working, so it was up to me to get another position in a hurry.

I went back to the railroad in Indiana. I got a job there right off the reel, because they needed a man right away to fill a gap. The position was a conditional one, conditional that the railroad I had just left would give me a clean sheet in my clearance papers. But here began my troubles in this respect. The old road wrote my new employers that I had left their employ on such a date and had failed to be taken on again. Just that, and the date of my leaving was the beginning of our little strike.

Innocent enough that letter was, but it was a most efficient blacklist. It did

the trick for me all right. The new road wouldn't take me on after that letter.

"We find that we do not need a man just now," was the gentle way in which they put it.

"But why?" I asked; "you know you said positively that you did need a man when I came here to apply for a position."

"We don't care to go into the matter and give reasons, Mr. Blank," was the reply; "but we don't need a man just now."

I went from there to another Indiana road, this time to take a temporary position as night operator at \$50 a month. My wife had begun to fail in health and I

reported on favorably if he is to be given work, I was just as much an outcast in railroad circles as if I had committed some heinous crime. All my bright hopes of success went glimmering. My trade, that which I had spent the best years in my life to learn thoroughly, was of no use whatever.

"Change your name and go out west some place where you can get a new start," was the advice given me by a dispatcher on the last road that threw me out.

"Isn't there any chance for me to get in here in this section of the country?" I asked.

He shrugged his shoulders. "I wouldn't waste my time trying," he said.



JOINT LEGISLATIVE BOARD OF MONTANA.

S. M. Ross.

F. F. Richardson.

H. J. Halraven.

Jas. O'Riley.

needed all the money I could earn to pay the doctor bills and keep even. I told this road in my application that I had had trouble with an assistant dispatcher on my first job, told them that there had been a strike, but they put me on temporarily, while they waited to get a report of the affair, from the railroad. The report came, and I was let out. The officer who discharged me said that it was against any railroad's policy to go against the report of another.

So I moved to Chicago to work on another road. The same thing happened in Chicago. I was blacklisted. That was all there is to it, and as an operator must be

Well, I didn't waste my time trying to get on with another road. I had to be making some money all the time to support my family, so I secured work in the telegraph room of a big institution that has its own system of wires. I was actually ousted from this position by the railroad's blacklist, for I had to give a complete list of my previous places of employment, but the head of this firm was a man with a heart. While he could not, for some mysterious reason, keep me at work in the telegraph room, he did give me employment in an obscure clerical position at \$13 a week. I am there yet, at \$14 a week now, for I had strained

all my energy and intelligence to making myself a competent operator and dispatcher, and clerical work has little attraction for me. But it yields a living for my family and myself, and I suppose there are a whole lot of poor devils who are not getting that.—*Plain Dealer.*

“Extra West 667.”

A MAD RIDE—BY MYRVIN DAVIS.

All day the snow had fallen, slowly, steadily, whispering into the long reed grass of the hollows, weighing down the branches of the bull pine and fir on the ridges; but the men on “Extra West 667” thought nothing of it, only to jerk it out of their collars and mittens, swearing picturesquely.

They were loaded with steel for the Clearwater extension; twenty-one cars, a full train, with a double-header. The cars, loaded to twenty, thirty, fifty per cent over their capacity, with the clinging, springing steel, were hard to draw and hard to hold, slipping a little on the down grades to loosen the dogs on the hard-set brakes, rocking a bit under the brakeman's feet as he passed back and forth to watch them. All trainmen know what steel is, and on the hills they are afraid of it.

“361” was the second engine, a trim-built Santa Fe, a half-breed Baldwin, high on her drivers, a sprinter of the old passenger service before the compounds came, fast, but light for freight. “667” was the head engine, and handled the air. She was a Baldwin standard. Dick ran 361. Burns was on 667. Cool men they were, who knew danger, but not fear.

Thus they went through the drowsy half-light of the snow-filled afternoon, and the children in the schoolhouses, far apart, watched them going, steaming easily, as they rolled with muffled wheels through the growing whiteness.

The early night came down quickly and caught them on the bench just below Moscow, before they reached Howell, at the top of the hill. They call it a hill, those careless railroad men, careless of word, but watchful of brake and signal. It drops a hundred feet to the mile, and a sled would run down between the rails on a winter's day like a scared coyote. But the boys were not paid for mountain work there, and will not honor it with the name. When they reached Vollmer, some three miles down the hill, they stopped for orders. The air whispered softly through to the stuttering brakes, the trainmen rolled out with their lanterns, sniffing for hot boxes, damning the snow and a soulless corporation. Then, signaling

each to each in answer to the high-sign from the platform, the engines puffed once or twice, and slid out on to the snow covered grade blinding white in the glare of the headlight, with the snow blown from the bench of a thousand feet above.

In the cupola of the caboose Gurtin watched the snow-dust following the light, dancing and leaping, mad with the rush and the tumult. Under the feet of the brakemen as they double-clubbed the brakes, the treacherous steel slipped and slid under its covering of snow. It was slippery work on a slippery track. At each stride they were going faster. Before they reached the flat they were making thirty miles an hour without a pound of steam. Ten miles is the limit. The “flat” is an easier grade with nothing flat about it; but they had thought to hold them there, should they get a start, and now the men on the engines knew they were in for it. Burns, on 667, clapped on the air hard, then let go for another charge, but the retainers were not turned up, and felt that he couldn't hold them. He tried again, then gave over the air to Dick, whistling change of air.

Then Dick gave it to them all he could send; the brakes gripped and ground on the steaming wheels, but they couldn't hold; nothing held. They were dropping straight into the canyon, fifty miles an hour now, and trains don't stop on a mountain grade when they once get started at that rate. Gurtin and his brakeman in the caboose knew it, and they cut her loose and held her with the hand brakes, as the unlighted cars lashed into the night, dropping straight as rain-drops, driving the straining engines. The snow was oil to their wheels as it ran in water from brake and rail. Nothing could stop them but the cessation of the force, that, swinging worlds, was drawing back to their mother's heart the drivers and the driven.

As they rounded a curve four rear cars snapped off, as a boy snaps the “popper” from his riding whip, and went whirling into the canyon below. Dick heard them go, and knowing he was lighter by sixty tons, shot the air into them, and sent his brakeman back to club the brakes again. It was a frightful task, but knuckling to it on hands and knees, he crept from car to car, calmly, fiercely, laying in with his brake club, fighting for his life, bravely, with those ahead in the steam-filled cabs.

Down, down they shot, rounding curve after curve on the winding track. At each they thought they were gone; as each was past, their hope would rise again, for they thought perhaps she would ride it out. Both engineers had thrown their engines over, and were working full steam with the great drivers, gleaming, gripping,

gliding over the slippery rails, dropping as a spun top drops from your hand.

The sleepers in the canyon a hundred feet below, waking, heard the roar of the train, and saw the light as the brakes, shooting and streaming fire, clutched and clutched again, lighting the blank walls above them—so near you could reach them with your hand—and throwing into shadow the sheer fall below. As a flash it was gone, and they wondered and slept again.

It was twelve miles from Vollmer to Kendrick, at the foot of the grade. They had started slowly. But it was only nine

whistle post for the county road crossing. Burns, blinded with the whirling, roaring torrent of steam and snow, did not see it, but Dick knew it was there, and when he felt the curve leap under him he whistled, one long, two short; his defiance to fear and death. For, just as 667 struck the point of the curve, the track melted from under them, the rails snapped and curled like broken hair, and out went ties and ballast, rails and braces, like dust beneath the mighty weight of the driven drivers. Oh! how they leaped to it; like lions at a hunting. There was no time for stumbling, nor noise of bumping cars or ring-



OFFICERS OF MOUNT ROYAL DIVISION 340, MONTREAL.

Mrs. G. Johnson. Mrs. R. King. Mrs. G. Pye. Mrs. A. Blair. Mrs. L. Parker. Mrs. J. Devaney.
Mrs. W. Beattie.
Mrs. Wm. Holden. Mrs. Felix Payette. Mrs. Hy. Wheatley. Mrs. Wm. Taylor. Mrs. Sidney Fergusson.
Mrs. A. Roberts. Mrs. Geo. Kell. Mrs. Fred Hill. Mrs. G. Dade.

minutes after they had started until the watchers at Kendrick, hearing the roar of the train, came out to wait below the last curve. They heard Burns whistle for Pine Siding, three miles above, but before they had run the few feet from the station to the curve she was there.

Just above this last curve the road is straight for a ways. Hold your left arm out, half close your hand and you have it; the road makes a complete half-circle into the yards. Just above this curve is the

ing steel; but as one mighty burst of thunder, followed by the hissing of the rain, so they crashed. With one mighty bound, and sliding as they leaped, as greyhounds clear the hedges, the engines cleared the two hundred feet of rock-strewn slope down to the Potlatch and across it, and the flying, ringing steel came after, twisting, bending. As one would throw matches from a saucer, they left the cars and leaped upon the throbbing engines, heaped high in wild confusion, damming the

river in its course. Then over all came silence and the hissing of the engines.

The five men had fought through the fearful roaring blindness, calm to the last. Nobly had they fought, and as the wires clicked it east and west the crews of other trains and engines, waiting here for orders, there for trains, heard it and knew all that it meant, and were silent at the awfulness of it. Yet, as when soldiers hear of comrades slain in battles fought and won, they felt a fierce gladness mingled with the pain, and their work was a more sacred thing for the lives that it had taken.—*In the Pacific Monthly.*

Gleanings from the London R'y Review.

IRISH NOTES.

We have to record a serious collision between two goods trains at Newtownstewart on the G. N. about 1 a. m. on the 7th inst. The train from Enniskillen was standing outside the station when the Derry goods, which had been given the signal to enter the station and stop for the purpose of the two trains crossing at this station, ran through and collided with it on the single line. The Press reports state that the drivers had a narrow escape, but the driver of the Enniskillen train stuck to the footplate and reversed his engine in order to ease the force of the collision as soon as he saw the other train could not stop at the station. Many wagons were piled on the top of each other and broken, some almost into matchwood. The two engines were toppled over, and one of them was very badly damaged. The company's breakdown gang from Dundalk, assisted by Derry, arrived quickly on the scene, and had a temporary line put in for the traffic pending the clearance of the wreckage, which was strewn for some distance. It was anticipated that it would take at least two days to remove the engines and broken wagons. There is no authentic statement yet to hand with regard to the cause of the accident. Happily the Great Northern Company are pretty free from accidents of this kind, and we trust in this case the loss may not be so heavy as at first anticipated.

The question of expenses to the various grades of the men on the M. G. W. when sent to do temporary duty at distant stations, as we mentioned last week, has been varied by the officials in the acute form of a breach of agreement. It is rumoured that the manager is taking the responsibility for the action taken by the inspectors in cutting down these expenses from 20s. to 15s. per week of seven days, and 15s. to 12s. per week respectively to the several grades. If this is true, then the

company, through their responsible officers, are guilty of breach of contract, and why should they not be held quite as responsible for keeping an agreement as the men? The circulars are still in existence with instructions to stationmasters to pay £1 and 15s. per week to the respective grades, and the inspectors say verbally you must discontinue paying the scheduled scale and pay less. What an outcry there would be if the men refused to work until simple even-handed justice was meted out to them. The officials who are insisting upon these arbitrary methods of treatment to the employees should not forget that they are the aggressors. They have given a reprisal attack by reducing conditions without notice. They could not logically find fault if the men copied their example. There are many cases, and this is a notable one, where railway companies in their agreements with their men honour them more in the breach than the observance.

What the "Work-a-day Worker" in the *Evening Telegraph* says: "That people are saying":—

That the Cork District Council of the Land and Labour Association has approved of the suggested conference on the labourers' question.

That at last the Belfast City tramways have been taken possession of by their rightful owners, the citizens.

That Trade Unionism is the real remedy for low wages, combinations of toilers being able to make better bargains than individuals.

That through its influence, Sir Robert Giffen, the great statistical expert, estimates the organised worker has, in round figures, gained from 70 to 120 per cent. in 50 years in money return.

That the Trade Unionist gets from 50 to 100 per cent. more money for 20 per cent. less work.

That to-day Trade Unionism is not by any means the least amongst the forces that are working out a peaceful and bloodless revolution.

That it is the Trade Union which keeps up wages and keeps down hours, and which makes the employer respect his men and treat them like fellow creatures.

That any man who benefits by the better wages and shorter hours which the Trade Union has obtained, but refuses to contribute towards the cost of getting them, is sponging on his fellows.

GEORGE STEPHENSON ON THE 4 FT. 8½ IN. GAUGE.

Councillor Weidner, lecturing in Newcastle, told the story of how George Stephenson came to adopt the 4ft. 8½in. gauge for his railways. A venerable friend of the lecturer, long since dead, was one of

George Stephenson's principal men when he made his Newcastle and Carlisle Railway, about 1832. His informant asked the great engineer how he came to fix the gauge. George Stephenson told him that he got his idea from inspecting some portion of the Roman Wall through which the chariot used to be driven. Deep ruts were worn, and on measuring these he found their distance apart to be, as near as possible, 4 ft 8½ in. Stephenson thought that if a world power like the Romans had made such use of a measure for its chariots, he could not be wrong in adopting those measurements as a rule for his railway.

LOCO. MEN'S GRIEVANCES.

Under the auspices of the A. S. R. S.

H. Bailey, T. C. Osman, C. H. Alsopp, Usher, Potts, and Oxlade.

Mr. Dobson said they all knew as loco. men the unpleasant changes that had taken place in their work. They knew by bitter experience that work and rule was carried on at the utmost tension, that their mileage had been extended, and in many cases no extra pay given at all. They were dismissed or fined on most frivolous pretexts, and treated in the most arbitrary manner. When he compared the conditions with those days when his boyish eyes looked up to no finer specimens of humanity than engineers, men of character and ability, he asked himself how this degeneracy was to be counteracted. Mr. Dobson gave



BRO. DENNIS WRIGHT, SR., DIV. 97. BRO. EDWARD WRIGHT, DIV. 97. DENNIS WRIGHT, JR.

The father of Dennis Wright, Sr., was a locomotive engineer in the 40's, and ran the class of engines known as "Grasshopper," and "Mud Digger," and Bro. Dennis Wright, Sr., entered the service of the B. & O. in 1872 and is still in active service. Edward chose the same profession, and is now a member of Div. 97. Dennis Jr. is a member of the Telegraphers Order and Chairman of their local Committee of Adjustment.

and A. S. L. E. and F., a meeting of loco. men was held in the Masonic Hall of the Crown Hotel, Cricklewood, on Sunday night, when there was a crowded and representative attendance. The business was announced to be "To discuss the evolution that is taking place in the conditions of our labour," and "Have we a voice in its future?" Mr. A. G. Hales (King's Cross Branch) was called to the chair, and there were present supporting the chair Messrs. J. Dobson (organizing secretary, A. S. R. S.), A. Fox (general secretary, A. S. L. E. & F.), H. Savory,

examples of the conditions in the past which he said, went to prove that, like Paddy, they were advancing backwards. A man then was as proud of his engine as he was of his wife or of his home. Now they got an engine one day and saw it no more. The real downfall of the loco. men of the country was want of unity and the unhappy divisions that had taken place. Tracing the history of those societies and the action taken against the obnoxious circular of the Great Central Company, he said they were now agreed upon a scheme of federation and that

they would not take action without consulting each other working on the footplate, he wished them to join one or the other of the societies and work in harmony with each other, and with every other grade of the service in which they were. (Applause.) It was an unfortunate thing in railway work that they had to find fault with each other, but if a man made a mistake he should be always man enough to take it himself. Though the companies with their bad treatment knocked all the little bit of pride out of a man, they put him in charge of a piece of machinery costing £3,000 and make him responsible for hundreds of lives. They must retrieve their position as one great body, and let the officials of the Trades Union know that as they paid the piper they had a right to call a tune. (Applause.)

REMARKABLE STATEMENTS.

Mr. Fox, in stating that the first duty of non-members present was to join the society, said they were not successful before the Great Central directors because they were delegates from both societies, but because they were able to place before them signatures of the whole of the locomotive men, with the exception of ten. (Applause.) He wished to explain that at the time the Associated Society was started there was no protection benefit attached to the Amalgamated Society. A few of the locomotive men saw the necessity of this in their calling, and asked the society to adopt protection benefits, but they refused, and their only alternative was to form a society of their own. (Applause.) The reason why the men were in the present position was because they were not properly organized, and because they did not hold up the companies to the conditions that they agreed that the men should have. They were actually allowing them to break the guaranteed week on the Great Central at the present time. He said that the conditions of service that were imposed upon enginemen could not be carried out with safety to themselves or the public. (Hear! hear!) They found men working not 20 or 40 wagons, but 120, and on the Lancashire and Yorkshire some of the men who worked these monstres of engines were never tired of singing their praises. (Laughter.) But railway companies by manipulating the conditions make these men do work which keeps their fellow-men idle at home, and caused them to dispense with their services. They had a right to see to their fellow men's interests in this respect as well as their own. They were doing with one engine what two used to do. He advocated an eight-hour day on the footplates, because it would mean employ-

ment to something like 13,000 more men. It was not a question of finding employment for the street corner tramps, but for the men who were being pushed off the footplates. The companies were exacting from the men a 240 miles' run, and how much longer were they going to stretch it? (Laughter.) It was a wonder these men with a non-stop run from Paddington to Plymouth were not mesmerised before they got to the end of their journey. The mesmerist only required them to stare long enough to put them over, and a man for five hours continually staring at the signals would be very apt to see some that were not there. To drive five hours at a speed of from 55 to 60 miles an hour was a task that no human being should be asked to perform. (Applause.) It was not safe for the men themselves or the public. The public had been told that interlocking signals had made railway travelling perfectly safe, but had they put anything on the engine to tell them it had begun to rain and that there was frost on the rails, and that they had 400 tons behind them or 120 wagons to draw? The whole of the responsibility for safe travelling on the railways rested on the men on the footplates. They had no right to impose speed which could only be safely worked when things were normal, but must leave a margin for the changes in weather. (Applause.) They were worrying the men to death. He had been asked to make up a statement of the ages of their men who had died during 1904, and, including several old stagers, the average was considerably below 45. He thought the public should know something about it. One of the firemen on the Great Western today was shovelling ten tons of coal at 8s. a day, and the company was generous enough to promise that after three years' service he would get 8s. 6d. a day. ("Shame!") To talk of pensions at 65 amused him. The company could well afford to dangle that before their eyes when they knew they would never reach within 20 years of that age. (Laughter.) Then Dr. Forbes Winslow, the eminent expert on insanity, found the percentage 12.7, or the seventh highest on the list of 74 commercial trades of the country. In a note, Dr. Forbes Winslow said this might happen from high speeds being exacted from engine drivers and firemen of today. He did not blame the companies one iota, he blamed the men. Had they a voice in the future? He said that railway men should have absolute control and make what conditions of service they liked. (Applause.) Let them do their duty as self-respecting men and belong to their organization.

The chairman asked what was the pro-

posal in the programme, and Mr. Fox replied 120 miles was proposed as a day's work for all passenger trains, but when the delegates met the matter would be discussed.

TO NEGATIVE THE TAFF VALE DECISION.

The influence of organized labor in the politics of England was very sharply shown in March, when Mr. Whittaker brought in the Labor Disputes Bill and secured a majority of 123 to refer it to the Committee on Law. The bill is for the purpose of restoring the status quo of the Trade Unions before the delivery of the Taff Vale Judgment, which jeopardized the life of unionism and made it possible not only to loot their treasuries in damages, but subject individuals to fines and imprisonment on the slightest provocation.

Out of Sympathy with the Men.

We all know the fable of the fairy godmother who conferred all good gifts upon a child but withheld one which proved the undoing of all the other precious gifts. I have often thought of that story in connection with the failures of my friend, Samuel Short. Sam learned the machinist trade and no man surpassed him in skill in any shop he ever worked. He was an industrious student of the principles underlying the machinist business, he was very careful and methodical in his work and seemed to have the qualities of an ideal foreman. In due course Sam was appointed foreman, and from the first he made a failure. He had no capacity for handling men. From the first he was one-sided, and had no sympathy for the men under his charge. A good-natured man, he became a tyrant with those who did not perform up to his own ideal. While zealous for the good of the company, he never realized that he had responsibilities toward the workmen that were greater than merely seeing that the full pound of flesh was paid. No man can keep men doing their best who is not in constant sympathy with them.—*Railway and Locomotive Engineering.*

Open Shop a Failure.

After six months' trial of the "open shop" policy advocated by the Chicago Employers' Association, the Cole-Davis Shoe Co. has withdrawn from the Boot & Shoe Manufacturers' Association and signed a union shop agreement with the Boot & Shoe Workers' Union.

"We never had any serious trouble with the union," said Edward M. Cole, president of the company, "and we will

no longer tolerate interference with our business by those who have no idea or conception of its various workings."

In common with the other manufacturers in the city, we discontinued the use of the stamp six months ago. I find that many of our best customers demand the union stamp, and I do not propose to lose their trade through standing for an abstract principle that means nothing to me.

"In signing the agreement I was actuated by business motives, as many of my competitors in the east use the union stamp and there is a great demand for goods bearing that mark. I find no difference in doing business under the 'open' and 'closed' shop plans. Manufacturers and labor unions must go hand in hand, as trade unionism has come to stay and must be reckoned with.

"Out of the 200 shoe workers whom we employ, I do not suppose there are one dozen who are not paid up members of the union. These will have to get in line with the others or quit, as I have signed a union agreement and will carry out its provisions. I have no criticisms to make of the policy of my competitors. They can suit themselves, but I want the union stamp in my business and have taken the necessary steps to get it."—*The Million.*

Confidence Wins Confidence.

Gov Douglas, of Massachusetts, was able to end the great strike of cotton operatives at Fall River, Mass., simply because the strikers had confidence in him and believed he would do the fair thing by them. They went to work at the reduction of wages fixed by the manufacturers, but the governor will review the whole situation with a committee of the manufacturers, and they agree to abide by his decision as to wages; the operatives to have a wage dividend declared next summer. Gov. Douglas never had a higher compliment paid him than this action by the strikers.—*Plain Dealer.*

Hint to Eyeglass Wearers.

It is very necessary when fitting the pince-nez that care should be exercised to prevent it, when in wear, from dragging the tissues of each side of the nose to such an extent as to pull the lower eyelid out of position. The optician points out that a displacement of the lid by only two or three-tenths of a millimeter, which is an amount readily overlooked, may be amply sufficient to cause epiphora, or "watery eye." It becomes the refractonist to keep this warning prominently under his attention.—*London Globe.*

Correspondence.

All contributions to our Correspondence and Technical columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer to insure insertion.

We shall be glad to receive articles on any subject of general interest to the fraternity.

All communications are subject to revision or rejection, as the Editor may deem proper.

The Editor does not assume responsibility for the opinions expressed by contributors in this department. C. H. SALMONS, Editor and Manager.

Semper Fidelis.

TO DELOSS EVERETT.

Dear old Deacon, I read t'other night
A good common sense letter from you,
In the first JOURNAL out,
When mid danger and doubt,
Men were toiling to raise
Our old flag in those days,
Which now floats out in everyone's view.

You were then in the twenties, old friend,
Having hair just as black as a crow;
For your pulses were young,
And your eloquent tongue
Helped to nurture the seed
Men were struggling to breed,
And were anxious to witness it grow.

You're overjoyed how the order has thrived
Since the days of long gone 'sixty-three,
When the corporal's guard—
What remains, battle scarred—
To an army has grown,
In the years that have flown,
Just as fine as one ever could see.

On the firing line always you stood,
In defense of both justice and right;
"Bless your frosty old pow,"
You ne'er quailed in a row,
But you led the lads on,
Till the scrimmage was won,
And you fought in the front of each fight.

Three long decades of years have gone by
Since I first shook your honest old fist;
And it is with delight,
That I tell you tonight,
I am proud to enjoy
Such long friendship, my boy,
Without ever an hour of it missed.

You are yet in the prime of your years,
Tho' your once raven hair is like snow.
Round the circle you swing;
You make speeches and sing;
And to "Sambo's Delight"
You could dance every night,
Like a schoolboy in each place you go.

May you long live before you are called
To "The Land that Lies Starward," old friend,
Where you'll bloom evermore,
When life's journey is o'er,
Among souls who were true
To all things they should do,
In the life we are told has no end.

SHANDY MAGUIRE.

Troubles and Triumphs of Travel.

BY SHANDY MAGUIRE.

[Continued from May JOURNAL.]

We commented considerably on the symmetry of the little mounds alongside the track which were the homes of the prairie dogs. We also noted the skeletons of animals strewn alongside the way, and we were informed that there is no decay in the dry air of the clime, that owing to it, everything dries up. Pound expressed the wish to linger in such a paradise indefinitely, looking at Davis, but the tables were soon turned on himself, who was charged with a monopoly of the talk.

It was growing well into the afternoon and we were being wheeled along gaily. We were rapidly approaching the state line of California, and our supper station would be Needles, inside the line.

Miss Lape, who is an old California traveler, proved an interesting guide to us tenderfeet; and the lady is the first who pointed out to me the towering rocks which gave Needles its name, and was my fair sponsor at my California baptism.

We admired the splendid cantalever bridge spanning the Colorado River. We also feasted our delighted eyes on the bright fringes of green on its margin, and also on the water rolling along, it being the first we had seen of any volume since crossing the Mississippi.

A little later we were at supper, and also briskly fanning ourselves to keep from being dried up and blown away. The place is hot—or was on that particular evening. A native told us that eggs are cooked in the sand. We believed him when we saw the thermometer coquetting around the 119° mark, and we only wondered that the hens didn't furnish them cooked. However, don't think, my dear tramp, who have kept my company so long, that I am kicking at the first

taste I got of California. Not by a long shot. We frolicked about like young kids out on a lark, and my pulses were thumping delightedly.

Of the many enjoyable nights we were gathered together, this one seemed to be the most delightful. It must have been that the knowledge of the parting on the morrow had its influence over us, and lent zest to our conversation. The ladies all seemed to take kindly to Bryant, who was of a retiring nature and very seldom was anything but a listener in our talking circles. He being single, very pleasing in appearance, and gentlemanly in his deportment, easily stood in, to the displeasure of Pound and Sanderson. Mrs. Davis directed the talk toward him by saying, "Mr. Bryant, you have not told a story or sung a song while you've been with us, and I think it is time to begin." She struck the keynote, for we all thought that he should help to contribute to the general joy, one way or the other, and so insisted.

"Well," said Fred, "I've been thinking you would call on me before we'd arrive at the end of our journey so I have been preparing myself. I have been rehearsing with Davis and McGovern in the smoking room this afternoon, feeling I'd get the invite before retiring, so all I have to say is, 'Barkis is willin','" with a killer of a look at Miss Lape and her companion.

"I'm not much of a singer, which Davis and McGovern know, so they are not to forget helping out."

"We are aware of that," said McGovern, "and it will be more generally known after you begin."

"Here, here, no reflection on a willing man," said Pound. "If others of us had to sing for our supper at the Needles, we'd not even get forage enough to keep us from starving."

"Indeed, my dear friend and fellow-warbler, you tell the truth. Judging you by the occasional chant we heard you strike up in the smoking room, you have a voice as sweet as the little burros we saw down in Albuquerque when they Bray for grub."

"Are you going to cease your gab and listen to Bryant's song?" said one of the party, and if a fairy waved its wand over the heads of all, there could not be more perfect silence.

Bryant had his lines well rehearsed, and in a fine baritone voice, which was a revelation to us all, he sang most gloriously the following very appropriate lines:

"The sun is fast descending,
His slanting beams are blending
Along the way we're wending.
O'er mountain peak and vale;
To-morrow when he rises,
With joy he will surprise us,
Bereft of cloud disguises,
At flowers alongside the rail.

"I now give timely warning,
We'll cull you in the morning.
Grand bouquets for adorning
Your bosoms when you rise;
All rich and unassuming,
Most fragrant in their blooming,
And fresh from Nature's grooming,
'Neath California's skies.

"Tonight's the last we'll mingle,
Around our social angle,
We married folks and single,
Our journey soon shall end;
Los Angeles we're nearing,
Where other folks endearing,
Have salutations cheering
To give each well-known friend.

"We've been some days together,
With hearts as light as feather,
In fairest of fine weather,
As over states we sped;
We'll quaff from memory's treasure,
Full many a flowing measure,
Of all those hours of pleasure,
Till hoary grows each head."

At dawn the following morning I was first up, just as we were making the station stop at 4:45 at Summit. In a few brief moments there was not a member of our party who was not ready to take his or her place at the car windows to view the sights. We were surprised at the perfection of the toilet so early in the morning of Miss Lape and her friend; but when we recollected that they intended leaving us at San Bernardino, a place we were nearing rapidly, we had an explanation of their prim appearance. About fifteen minutes later the trainman sang out the station, and as the ladies picked up their dressing cases, willing

hands dispossessed them of their burdens. Then when we were standing in the aisle till the train came to a stop, Sanderson's voice was raised melodiously in the following strain of impromptu verses, which he was assisted in singing by the male quartette:

' Adieu, adieu, dear ladies, you
Are from our midst departing,
Ere taking leave your loss we grieve,
And tear-drops now are starting.

" Your pleasing smiles reduced the miles,
And made the time seem fleeting,
' Your honeyed words, like songs of birds,
Gave all a kindly greeting.

" We'll not forget the place we met,
Or pleasant hours together,
Where genial joy, without alloy,
Kept hearts like wind-blown feather.

" Once more adieu we say to you,
Now friendly ties must sever;
May love and health and boundless wealth
Your portions be forever."

Soon after the singing ceased we stepped off the train, it being the breakfast station. But did we go to dine? Yes! on one of the most sense and soul-ravishing menus of our whole existence. At San Bernardino station is a small oval inclosure of plants and flowers, growing in such luxuriance that it fairly stopped our breath gazing on the emparadised display. A fence of rose trees, overburdened with the flowers in their multicolored bloom, surrounded the whole, and palm trees fifty or sixty feet high added to our silent astonishment. I went to the hedge of roses and soon had two boutonnières of the choicest roses, one on each side of my coat, to celebrate the occasion, and a big bouquet in my hand to divide up with our ladies, and no one to say me nay. My lady love, like myself, was rendered speechless for a while at the sights which indulgent Nature spread out to astonish us on every hand. After we feasted our eyes on the beds of strange plants and flowers, the hedge of roses and the towering palm trees, she looked off in another direction and saw a tree of oranges, the fruit hanging in profusion, in the unfenced garden of a modest residence. I was at it in a jiffy, filling my pockets with the oranges, which only held one

each, and I whacked up with her, I doing the peeling and feeding her on every other out of the deliciously flavored navel darlings until we both were satisfied, and then went to the lunch counter for a slight collation, topping off with a good cup of tea. We did not devote many minutes to the gratification of our physical appetites, for a grander banquet from our hospitable hostess, Nature, was awaiting us outside the dining room. How we tenderfeet did revel in the luxuriance spread before us! From the valleys, where the groves of orange and lemon trees were delighting us with their yellow fruitage, we let our eyes wander until, taking in the witcheries along the way, they rested on the snow-capped peaks, nearly a mile above us! We would have got left, so absorbed were we in viewing the sights, if Sam Myers didn't have his watchful eyes on us, and say, "All aboard!" Again we were in motion, but instead of inside the car finding us food for conversation, we were going from side to side in speechless admiration at the panoramas unfolding themselves to us every mile of the way.

(To be continued.)

Letter From a Retired Engineer to a Friend.

PLEASANT VALLEY, N. Y., Jan. 2, 1905.

DEAR FRIEND: Your welcome letter came on time. Mother and I were pleased to learn that yourself and family were well. I read it over a number of times and each time it awakened pleasant recollections of the past. You recalled several incidents in which we were the leading characters in the old days on the Central. It is a wonder we ever pulled through it all. I recited some of our experiences to mother (not all, Dan), and as I reluctantly folded your letter an hour after our regular bed-time, mother remarked that she always knew I was wild, adding that if she had half as much sense when a girl as she has now she would have married someone else. I, of course, sympathized with her and we retired, to continue to talk of the old days until the Midnight Express warned us that it was time to go to sleep. Bill Cooper pulls that run on

Monday, but I'll bet he wasn't out last night, for Bill don't run an engine like that one was butchered. The station is but a stone's throw from our house, and the grade for six miles is about 70 feet to the mile, and with one of those Atlantic Type engines hauling nine cars an artist like Bill Cooper can make music that is a treat to hear. I have stood at the window and listened to him until he pitches over the summit six miles away. Every note so clear; just like you have heard the "double roll" played on a snare drum.

The fellow who went out last night started with his cylinder cocks open and I don't think he ever closed them, and if there is anything annoying, it is that. He worked her about half stroke as long as I cared to listen; oh, the murdering that engine got. Why, it pains me to think of it. What a difference there is in runners anyhow. I don't know who that engineer was, nor do I want to find out, for he might be a good fellow otherwise, and I am afraid I might think less of him after his performance last night. I have known some pretty good fellows that were very poor engineers, and some of the meanest that were top-notchers; but both these cases are the exceptions. For as a rule one having the qualities that make good fellowship possesses more than the average intelligence, which latter is the directing agent of the successful engineer.

I was pleased to learn from you that Mike Haggerty was still hale and hearty. Mike and I used to be close friends. I intend to call on him when mother and I visit you folks. Mike was a good fellow, and a first-class engineer; but, as a hunter, well I won't say any more about it, excepting to tell a little joke on him.

A good many years ago Mike agreed to join me for a day's hunting when the quail season would begin. Well, the appointed day arrived, and Mike (he was on the River Division then) met me at the appointed place, rigged up in a complete hunter's outfit. Noting that I was somewhat amused at his appearance he said, "I always believed that a poor workman needed the best of tools, also that a good front often won where real merit failed,

although I have grave doubts as to either being effective in a quail hunt."

Well, we went after the game and there was plenty of it. Mike was absolutely unable to hit a bird, but he had enough ammunition and willingness to kill all the game in the country if, as he said, it would only give him half a show; so he kept blazing away enjoying the sport hugely. Just about the time we had made up our minds to quit for the day Mike spied a wounded quail trying to disengage itself from a brush pile into which it had fallen. Here was Mike's opportunity, and being desperately anxious to have at least one bird to his credit, he determined to make the most of it. When he raised his gun I said, "Mike, stand back and give the bird a show." Without taking his eye off the gun barrel and moving towards the brush pile, he replied, "I've been giving them a show all day. It's my turn for a show now." When he got within twenty feet of the quail, and still moving nearer I said, "If you get any closer, Mike, you'll blow the bird to pieces." "Let me alone, Jason," said he. "I'll hit him as aisy as I can." Well, I guess Mike hit him all right, but a very faithful search on his part failed to discover anything but a few feathers. Mike looked puzzled, and after we had trudged along for quite a distance without speaking, he broke the silence by saying, "Jason, do you think the divil got away?" Before I could answer him he said, "Jason there is an old saying that a bird in the hand is worth two in the bush, but it's not half true. I believe a bird in the hand is worth more than all in the bush." The last thing Mike said to me before we parted was, "Jason, don't mention the joke to the boys."

I took a walk down to the roundhouse the other day for the first time since I hung up the shovel and the hoe, and such a handshaking as I received. Everybody was glad to see me, and I was just as pleased to see them. Even "Ab" Stickels, the roundhouse foreman, to whom I hadn't spoken a word for ten years or more, gave me a welcome that thawed me out completely. "Ab" and I fell out some years

ago about some matter so trifling that I cannot now recall it. I always thought he was a cross-grained fellow, but he showed a side of his nature the other day that surprised me. We make some mistakes in life, Dan, in our estimates of men. The kindest nature, capable of the most sincere and self-sacrificing friendship, is often hidden by a rough exterior that really belies the man. You can neither break down their guard nor penetrate their armor, but under the influence of a little sentiment they become kindness itself.

There was old Dick Sewall who ran an engine here for a good many years, "Skin-flint" the boys used to call him because he was never known to miss a trip nor spend a cent. Well, Dick took sick on his engine and died shortly after being brought to his room, and as he had no one to keep but himself, and it being known that he lived economically, the gossips, those vultures of society, awaited with eager anticipation the discovery of large bags of gold that they were sure were secreted about Dick's humble quarters, just to prove that he was the miser they said he was. Well, Dan, they were much disappointed, for the most diligent search revealed nothing but a bank account of \$50 and a large bundle of letters that showed the marks of much handling. Those letters were received from an Orphans' Home and were acknowledgments for liberal amounts contributed towards its support by Dick Sewall. The news of Dick's charity spread far and wide, and the word painting of the eloquent divine who preached the funeral sermon presented a picture of the life's work of Dick Sewall that was beautiful. He said that the life of this man was one of the grandest examples of "Charity for sweet charity's sake" that had ever come to his notice, and the very manner of his death was in itself a fitting finale to such a devoted and unselfish existence.

But I am drifting from my story. After returning home from the visit to the roundhouse, feeling more cheerful than usual, mother suggested that I take the same trip again soon. She said I needed

the company of those with whom I had been associated for so many years and that I was like a fish out of water when I stayed away from the railroad too long. Mother thinks if I could be kept busy the time would not hang so heavy on me, and thinking I can do anything in the machinery line, she told a neighbor's wife who complained of having a bad order lawn mower that I could fix it without the least trouble, and would be only too glad to have something to keep me busy. That's what mother thinks. Well, I examined the machine with a critical eye and concluded I would have to take it to some place where I could get the use of a vise in order to repair it. I took it to the "Little Dutchman's" around the corner and he fixed it up for a dollar. It amused me to hear mother tell the owner of the mower that it was just as good as new now, and it took me no time to fix it either. I did not say anything to mother about the dollar, partly for the reason that I value her good opinion and partly because she has heart trouble. While I pretend to like to be kept busy, I have cut out lawn mowers on the plea that the "Little Dutchman" ought to have a chance to earn his living, and mother complimented me by saying, "Jason, you are so thoughtful." I have been fooling her that way for about forty years. I don't think she has ever pulled the wool over my eyes, for if she did it seems to me I would know something about it. They don't know how foxy we are, do they, Dan? The idea that an old "rail" likes to be kept busy makes you laugh, I know. Old soldiers and old railroad men are about in the same class in that respect, neither being of much use except at his chosen calling, as "Deacon" White would say.

What a great difference there is between the engineers of today and those of thirty years ago. This is particularly true of the manner in which they spend their leisure time. The rollicking devil-may-care spirit he manifested in the old days is no more in evidence. The type that flocked in large numbers and worshiped at the "shrine of Bacchus" is about extinct. The swaggering, cowboy style of

fellow, who wore his cap with the peak behind and used language that would shame a drunken sailor, is but a memory of the distant past. The present type is a serious minded, thoughtful, almost unso- cial fellow. Increased responsibility and rigid discipline are in a measure responsible for the change, but the strongest influence for good has been the strict enforcement by the Brotherhood and the railroad companies of the eleventh commandment, "Thou shalt not drink."

Well, Dan, I hope you are having lots of steam in these cold days and colder nights. I cannot think of anything excepting good health that would contribute more to your happiness and I wish you abundance of that. You always had a habit of making the time under almost any conditions, but I know that when it is not in the engine it must come out of the man, and you are not as young as you used to be.

Mother joins me in sending kindest wishes to yourself and family.

JASON KELLEY.

Recollections of Lincoln.

AMERICAN CONSULATE,
NIAGARA FALLS, ONT., April 10, 1905. }

EDITOR JOURNAL: In looking over the files of this office I find a dispatch from the State Department at Washington with a black border, dated April 15, 1865, signed by William H. Seward, Secretary of State, notifying Albert A. Porter, Esq., the United States Consul at this port, of the death of Abraham Lincoln and directing him to observe the usual symbols of mourning thirty days. It recalled to my memory that forty years ago, the 14th of this month, Lincoln was shot by Wilkes Booth, and also recalled some recollections of President Lincoln and Wilkes Booth.

I think it was about the 1st of March, 1861, that Abraham Lincoln passed through Rochester on his way to Washington to be inaugurated President of the United States. I was employed as fireman on the New York Central road at that time and lived in Rochester, and, in company with Bros. E P. Shaffer, now an old retired engineer, went to the depot

to see the train, and, if possible, to see Lincoln. We were standing in front of Congress Hall at the west end of the depot when the train came in from Buffalo. The car in which Lincoln and his family rode was an ordinary day coach and had been fitted up in the Albany shops and sent to Buffalo to bring him east. It had his picture painted on the inside at each end of the car, with flags on either side. The car was newly painted and varnished, and was in use a few years ago on the Buffalo and Rochester accommodation as a smoker. The engine drawing the train was the Dean Richmond, with Len Ham at the throttle. The engine and the entire train were covered with flags and bunting. It was a regular train, not a special, and Lincoln's car was on the rear end. The train drew through the crowd into the depot, leaving Mr. Lincoln's car just outside and in front of Congress Hall, a few feet from where we stood. In a few moments the door opened and Mr. Lincoln came out with his hat in his hand, and I had a good look at him. He was a very tall man, thin as a rail and wore a black doe skin suit with a turn down collar. His face was pale and his mouth large, but he had a fine kindly look in his eye. He spoke for five or ten minutes, and I do not remember just what he said, but I remember him saying that the North would not coerce the South and that if the South were bound to have war they would have to fire the first gun. When the train started he stood on the platform, waving his stove pipe hat to the ladies on the two galleries in front of Congress Hall. This was the only time I saw Lincoln alive. Four years later I was in the depot at Buffalo when the funeral train came in bearing the body of Lincoln on its way to Springfield, drawn by the same engine and Len Ham still at the throttle. This time the engine was draped in black. The crowd in the depot were as quiet as they were in Rochester in 1861. I had met Wilkes Booth the year before in the cafe next to the theater in Buffalo, kept by Dan Bassett, my old school teacher, and after being in his company all the afternoon had attended

the theater in the evening to see him play Richard III., and could scarcely realize that he was the man who had murdered the great President.

The old engine Dean Richmond has long since been relegated to the scrap heap and Len Ham has been dead several years, but his daughter, now living at South Byron on the line of the Central road, has the time card which her father used for the funeral train. It is 6" by 9" with a black border. The train had the right of way and a flagman was stationed at every crossing with a flag draped in black, and the train passed all stations slowly tolling the bell. It is now forty years since the war closed and Lincoln sleeps in a granite tomb in his old home, and his mantle now covers the shoulders of the heroic Roosevelt, who now takes rank with Cæsar and Napoleon, and will go down in history as the greatest man of the age. Even now my memory often wanders back to the old Dean Richmond covered by brass and gold leaf with Richmond's picture painted on the headlight, and from Len Ham, the silent engineer, to the long lank figure of Abraham Lincoln and to the elegant figure and pleasing personality of Wilkes Booth and his fine acting in Shakespeare's grand play of Richard III. in the old Buffalo theater, then to the funeral train, the last scene in the great tragedy, but they all have passed away and left nothing but memory.

W. H. H. WEBSTER, Div. 328.

The Dark and Light in Life.

SPOONER, GA., April 15, 1905.

EDITOR JOURNAL: In passing by the mirror of time I take a sly glance at myself and find I am getting old, and by this I begin to think of myself in bygone days when I was of great service to myself and family; but alas! as sad as it may be, it is, however, true. My usefulness has passed and I am cast among the rest of the worn-out machinery in the scrap heap, waiting for the junk dealer. The condition I am now in has given me many an hour's thought while propelling one of the best equipped and finest trains in the United States through the plains of Texas.

I have oftentimes asked myself what would become of my family if by accident or otherwise I should lose my position; what could I do to preserve their happiness and comfort? I could not for my life tell wherein I could do anything, as running a locomotive was my only talent, and to lose it meant desolation, despair and suffering for myself and family; but alas! the time came, to my horror and sorrow, and I was made a sacrifice to my delusions by being whirled into the ditch of destination with my much loved engine. I was mangled and maimed, but never lost consciousness. The first thought that came to my mind was the loving wife and daughter I was to meet in another hour's time on the opposite train en route to Houston to attend a banquet given by the B. of L. E. at that place. I was taken in charge or care by the passengers of my unlucky train, especially three ladies. They hovered over me with their prayers and lamentations until I felt as if I wanted to die, as my suffering would end with the promised reward for those who believed; but when I met my heartbroken wife and daughter at the little town of Schulenburg, I began to revive and begged in my humble way to our most merciful God to let me live for the comfort of my loving family. I continued to beg, and at last it seemed to me my humble entreaties were made plain, that I would arise and be again a comfort to my distressed family. I began to sum up when able to scramble around home on my crutches, as to what I could do to make a living; hence, the idea struck me to come back to the home of my birth and see what could be done that I might make my home happy once more; and I am proud to announce to my Brothers that my circumstances have been reversed and my enthusiasm rewarded.

We have a beautiful home in Southern Georgia, and we have plenty and lots to spare to those who have to depend upon the market for their home supplies.

You see I became despondent before the climax came. I was troubled without provocation; still, it may be the means by which I made up my mind to follow some

other vocation outside the railroad world.

Last year was a bad year in this section of the country, for a beginner especially, on account of the summer and fall drought. I hope I may be able to tell you a different story next fall, if we all live. I will soon be in clover, as the boys say, as the fishing season is fast approaching and I have fine lakes near home of my own.

I find a great deal of comfort once a month when my JOURNAL comes; but I take issue with a great many articles, though I keep still merely to show my good Brothers I am as their law decrees, dead. The established laws of our Brotherhood forbid any Brother not in active service from holding or performing any official duties of the B. of L. E. Men serve out their days in the order in active service, and soon a circumstance forces them from active service. They themselves close the doors upon them, through some selfish motive, I presume, unknown to me; hence they are dead to the Brotherhood as soon as they come in possession of honorary membership. I have no desire to be in any way sarcastic, but if I am living I intend to try to represent myself in the insurance association at our next convention. I have that right if I can establish the proof of my membership, according to the laws of Ohio, yet I have no right to represent others without credentials.

Hoping I have not offended anyone I beg to be remembered among the many well-wishers for the future prosperity of our beloved Brotherhood.

Fraternally yours,

B. A. PICKREN.

Brother Pickren will certainly receive a hearty welcome from many of the older delegates who have served with him in conventions, if he puts in an appearance, as he was a vigorous representative, and made many friends among even those with whom he disagreed. EDITOR.

Montana Legislative Board.

GREAT FALLS, MONT., April 14, 1905.

EDITOR JOURNAL: At the meeting of the legislature of the State of Montana we had a State Legislative Board, and

they did some work we are all proud of. There was a bill introduced that limited the hours of work for a man that was in any way connected with the movement of trains to fifteen hours. Twelve hours were considered, and after considering the bill from a general standpoint, it was decided that fifteen hours would best suit the condition of everybody concerned in the state. This bill passed the lower house and went to the senate, to be defeated. Our representative informed us that some of our Brothers who are not working on the Central are responsible for its defeat, as they said that on their road they were making runs in eight hours and that they did not need any such law. If that is true and there was a law limiting the hours of work to fifteen hours, it would not interfere with them nor the road that gives them work; but a law of that kind would help in a great many cases, as it would have a strong tendency to stop engine and train failure, as these failures on the road do not make money for the company. Such matters would be looked after more closely and I believe that both men and company would be benefited the same as they were by the power brake and automatic coupler. Who is benefited by the appliance of such a device more than the company?

What Division 504 wants is to get all railroad men awakened to the present situation; a State Legislative Board, an International Joint Legislative Board, and see if the interests of the men and the traveling public cannot be looked after, before some of us are called upon to handle 100-ton cars with a 250-ton engine on a 6-foot track. Fraternally yours,

J. V. BLASDEL, Div. 504.

Shorter Hours.

DALHART, TEX., April 27, 1905.

EDITOR JOURNAL: In looking at the past history of our Brotherhood, it is not an unpleasant retrospect, for it tells of lessons learned, of victories won; but are we not prone to content ourselves by boasting of past achievements instead of working and planning for the present and the future? Let us reason together and

through the columns of our JOURNAL and in our meetings discuss and solve the problems that confront us. Let us get our bearings and locate ourselves correctly and when we do I think we will find ourselves working longer hours, getting less nights of sleep, less days of rest, less days at home, than any other class of the world's toilers.

I admit that when we reckon in cents and dollars there has been a slight increase in wages. When we take into consideration the purchasing power of a day's wages as compared with ten years ago, we will find the increase has been very slight; but when we reckon in comforts of home and days of pleasure (which I claim should be counted in the sum total of the wages of life's labor) we will find, and I think the most optimistic will be bound to admit, that wages have been decreased and woefully decreased.

It is needless for me to point out the cause of these greater hardships, as all our Brothers are familiar with the conditions which have brought them about, but will say that the present conditions and present prosperity have failed to benefit the railway trainmen or enginemen of today.

Now, while President Roosevelt may see the need of and earnestly desire shorter hours for railway men, I do not look for any strenuous and united effort on the part of railway presidents and managers until the men on their part evince an earnest desire for a short day.

Now, I would like to know of any class of laborers, either common or skilled, that put in the long hours of the railroad men, and while every other class has had its hours of toil shortened, the hours of the railway employees have been lengthened. Now, is there any Brother who thinks there is anything attainable more to be desired than shorter hours. If so, let us hear from him. Does any Brother think compulsory attendance at meetings or reduced representation at conventions more beneficial to our order? If so, let him "hold up his hand." Let us leave the question to be decided by a vote of our Brother-

hood, and then if a majority decide in favor of shorter hours, let us put forth a united, earnest and determined effort to accomplish the desired result. This can be done with profit to ourselves and with little additional cost to the railways.

Believing in a standard scale and shorter hours, I am Yours fraternally,
A. S. LONG.

The Non-Brotherhood Man.

At different times one sees in the newspapers the fact commented on that engineers who belong to the Brotherhood never refuse to work with non-Brotherhood men and their treatment of this element in their calling is always commented on very favorably and the Brotherhood praised for its very liberal spirit and its deep sense of justice, in allowing the non-Brotherhood man to be a free moral agent.

I have given some time to finding out what kind of men composed this element and for the sake of brevity I will put them in three classes: The first of these is composed of men who have been rejected by the B. of L. E., but have become fixtures on the road upon which they work before their method of life was found out. Many of this class have at some time belonged to the Brotherhood, but on account of their evil habits have been expelled.

The second class is made up of men who seek official favor by staying out of the Brotherhood. They always go to great pains to let the officials know that they do not belong and imagine that when they prostitute their manhood, their way will be smooth and promotion sure. If they would only reason the thing out right they could readily see why they miss in their calculations.

The average railroad official is an American or strongly imbued with the American spirit of independence and has no use for the man who has a dishrag for a backbone and they do respect a man who is fair, honorable, and just; one who only wants what is right and is willing to fight for it if necessary.

The third class are those with mercenary spirit, who do not get the right con-

ception of their natural duty, or men who are willing to take anything they can get without paying for it. They see the result of the constant work of their fellow engineers, see the improvement brought about by the good work of the Brotherhood and they accept everything but pay for nothing.

I will relate a couple of cases that came to my knowledge, engineers who thought they did not need the Brotherhood. One of them is the case of an engineer who had run an engine for a number of years and had been fairly successful. He had been asked several times if he did not think that he would need the Brotherhood at some time. He always offered some excuse and put the matter off from day to day. His death was very sudden; he left a wife and several children wholly unprovided for. At the time of his death I went to his home and found them without means to bury him and not enough money in the house to send telegrams to distant relatives and I had to guarantee the undertaker that his bill would be paid before he would take charge of the funeral. The suffering that this family had to endure on account of his indifference and carelessness I do not care to tell here for it makes one's heart ache to think about it.

The other case was that of an engineer who from dissolute habits broke down and for more than two years was a helpless invalid taken care of by those that he should have protected. He always claimed that he did not believe in the Brotherhood—that it did not do any good. He changed his mind in his last days, when too late. In this case the Brotherhood cared for him as a charity patient and laid him away in the best possible shape so that he did not sleep his last sleep in Potter's Field.

These are fair samples of the men running engines who can get along without the Brotherhood. I have only touched on their cases; to have told all about them would have sounded like a story from Dante. Our Brotherhood stands for the betterment of man. Its constant aim is to make men better, to improve their

condition in life in every way possible. The man who runs an engine and is not helping to do this is a burden to his fellow man and I think as much of him as I do of the man whose hand I find in my pocket and not one bit more. B.

Long Hours.

LITTLETOWN, PA., April 9, 1905.

EDITOR JOURNAL. I am reminded in your own kind way of my lack of composition for the past year. I have also been asked by my Brothers of 104 why articles do not appear more frequently signed Loughrea. One Brother whom I had not met for a long while, on meeting me, exclaimed, "Hello, I thought you were dead," which was almost true, as I am now on a run hard enough to kill a dog. Even now while I am penning these lines, I am off duty to recuperate. Imagine an engineer rising from his bed at 4:30 A. M. every day except Sunday, and going to bed at 10:30 P. M., without having a place during the whole day where he could catch the two hours' nap he don't get at home.

The trend of the railroad companies of late appears to me to get all the hours and miles out of the men they can for a day. What has become of the old agreement that one hundred miles constitutes a day's work or that ten or twelve hours away from home means an honest day rendered? True, the freight men on the great P. R. R. get overtime after a certain number of hours, but how about the passenger men? Each answers, not a penny. The hardship is felt most on the branch roads or layovers where there are no mechanics to do work that may be needed, this duty naturally falling to the lot of the overworked engineer, which at times keeps him out of bed one or two hours more. After all this lack of rest the traveling public insists on having an eagle-eyed engineer at the throttle, and if this engineer complains to the bosses, they appear to be paid for nothing else but to inform said engineer that he has a soft snap. We have some Brothers here who make 160, 170 and 190 miles per day, and away from home 14 and 16

hours, other Brothers who make but 70 and 75 miles per day and away from home 8 and 10 hours, which is not a good showing for the officers who arrange the runs.

Now, my Brothers, reflect on the above and then ask Loughrea if he is dead. However, we are promised better times after the spring change, when I will endeavor to do better.

LOUGHREA, Div. 104.

Oslerized.

EDITOR JOURNAL: Dr. Osler's statement regarding the age limit of a man has attracted considerable comment.

Personally, I consider that the remarks of this distinguished professor do mankind at large an immense amount of harm; I do not believe, I cannot believe, his remarks will improve the general standing of a single individual of this country.

There has been for some time a disposition on the part of the employers of labor to discriminate against men who have reached the age of 40 or 45 years: we have seen the practice gradually develop and we know its consequences; our Brotherhood suffers today for this blight put upon the lives of the "bread-winners."

It seems hardly credible in the face of history that a man of the reputed intelligence of Dr. Osler would tell the world that a man at the age of 40 had reached the apex of his usefulness, and that from the age of 40 until 60 he should rest and then be disposed of; his meaning may not be correctly interpreted, or understood, but it will add harm and a greater burden to great numbers of our brother laborers, and more mothers and babes will have cause to mourn.

The man who is ripe, the man who has learned every detail of his profession, the man who is thoroughly practical in every sense of the word, is being turned down to make way for the younger man, and the people like lambs are being led to slaughter without a protest that could consistently be called by that name.

Not long since a man reputed to be one

of the best mechanical engineers in the state of Illinois committed suicide in Chicago because he had been refused employment on account of his age, which was something over 50.

If intelligent men with good mental and physical health, having good sight and hearing, must be turned adrift, then the quicker that the chloroforming process is brought into vogue the better it will be at least for those who want to die bad enough to take their own lives.

We have in our city an institution called the Grand Rapids Medical College—pardon this advertisement. The president of this college, a physician of some repute locally, made an address before the Bible class of one of our prominent churches on a recent Sabbath; his "spouting" was in defense of the belief of Dr. Osler; I will quote some extracts from the speech of our local professor:

"I am glad Dr. Osler spoke as he did, he has declared a truth which has been repeated for ages. Dr. Osler desired to impress upon his class of college graduates the results of wasting their youth, for it is a fact that if a man fail to distinguish himself before the age of 40, he will fail to do so afterwards."

"Every man at birth is endowed with a certain amount of energy and if he wastes this energy in the morning of his existence, the closing of his days will be fruitless and useless."

"We see men about us who have passed their prime and who have lost all interest in life outside some narrow line of work, men who look forward to nothing but the daily grind of business; these men are *degenerates* and we are almost justified in saying that it would be better if they were out of the way so that their places might be filled by those who have *learned how to live.*"

What do you think of that? What do you think of the president of a "doctor foundry" calling the faithful old mechanics and other workmen *degenerates*? and that he feels almost justified in saying that it would be better if they were out of the way to make room for the men who have learned how to live. I will

quote further: "fortunately nature often removes such men at an opportune time and thus saves society the disagreeable task of becoming public executioners."

I will agree with this so-called professor in his claim that men have *not learned how to live* in the sense of taking proper care of themselves. Not long since I heard one of the brightest physicians in the state of Michigan make the remark, "If the people knew how to take care of their health, knew how to eat, when to eat and what to eat, knew how to breathe, and in other ways obeyed the laws of nature, fully one-half of the doctors of this country would be compelled to go into other business or starve to death."

If people *knew how to live*, moss and creeping vine would soon cover the walks and encircle the door knobs of the Grand Rapids Medical College. If men knew how to live and the public became executioners, they could find all kinds of so-called M. D.'s to practice upon.

We have another disciple of the pill box and knife who wanted a little free advertising and wrote an article for one of our daily papers, the title of which was "Man grows old when he ceases to develop." Among other things that this doctor said was, "the majority of men do reach the age limit at 40 and 45, and then they keep declining until 60 finds them very useless." This doctor says that the three greatest enemies of mankind are "ignorance, false beliefs and prejudice." I suppose he means by ignorance that men do *not know how to live*: neither of these men would dare to tell mankind how to live; both M. D.'s know well what would prevent disease to a large extent, and they know that to prevent degeneration in early life the laws of health must not be violated; they do not tell the people how to live, if they did so they would "cut off the hand that feeds them," and some of these "one hoss" doctor foundries would have to go out of business.

It seems to me that the doctors should be the very last of that class called professional men to advocate such ideas as

are inculcated in the sayings of Dr. Osler and the two learned professors from whom I have quoted. It would cut off an immense revenue to have the aged disposed of and if the men of 40 or 45 must be relegated to a life of idleness it would not be long until some of the parties relegated would not be able to buy a cubic foot of the smell in a doctor's office, if the price for the perfume was only three cents per cubic yard.

Grand Rapids has a population of about 85,000 and the city supports nearly 250 physicians, together with various kinds of healers, trained nurses, etc. I figure that the doctors, nurses, hospitals, drug stores and patent medicine venders take from the pockets of the people of this city anywhere from \$800,000 to \$1,000,000 a year, which foots up an annual tax of over \$10 for every man, woman and child in the city; inasmuch as we hardly ever see sickness in more than 10 per cent of the homes at any one time it does not take much of a mathematician to figure out what the citizen has to pay who is unfortunate enough to have any serious sickness in his family.

I agree with Brother Hansen, of Div. 344, that the charges of the doctors should be governed by law

The man who tries to raise a family and has much sickness won't have much trouble figuring out where his money has gone; this agitation against age comes with poor grace from the class who bleed us good and proper when they have the chance. When the "grimy-handed sons of toil" like an old horse are turned out to die, it may be a pastime for them to figure out how much of an interest they own in the fine turnout or automobile within which their doctor skips by.

J. W. READING, Div. 286.

Are We Not Attempting a Blind Siding?

HOQUIAM, WASH., Feb. 26, 1905.

EDITOR JOURNAL: Since my former articles advocating a special assessment to create a fund for endowment work, etc., I have had the advantage of the views of an acknowledged "master mind" upon such themes, and the force of his argu-

ment is so plausible, conservative and convincing that to longer prevail upon my former misguided idea would be at the most absurd.

Under the plain forcible argument and figures as set forth by the above mentioned "master mind" there is no possible room for doubt that increased assessments means a falling off in present membership and at least a partial stop of the influx of new members. *Forty* expelled members quoted in the February JOURNAL for forfeiting insurance surely means something; and if we increase assessments the list will probably reach sixty or eighty, and that doesn't look good to "yours truly." Why should we make the penalty for failure to carry insurance, expulsion from the Brotherhood. No railroad company cares whether we have one or a million insured members, *but they do want to know* whether every engineer in its employ is a member of the Brotherhood and loyal to it.

Our present insurance is among the best on earth, in so far as it meets the requirements of providing for those bereaved by the death of a member, or the providing for one totally disabled. As to an endowment insurance to be paid during the active life of the member, the fund necessary to carry out such idea should be provided by those desiring to benefit by such policy and not to saddle the extra expense on the membership at large, who do not desire to pay the extra necessary to create a fund to meet a maturing policy plan; and what is evidently not thought of by the advocates of an endowment feature is, to do such an insurance business a new charter would be necessary and deposits made in many of the states as a guarantee that the liabilities would be met when the policies matured.

There is another feature that should not be forgotten, and that is the Railroad Relief Associations, like the Pennsylvania, C. B. & Q., B. & O., and others. An engineer on the B. & O. must pay \$4 a month, work or play, and under the present law of the B. of L. E., if an engineer employed on one of these roads came into the order he must take out and carry at

least a \$1,500 policy in the B. of L. E. insurance, and he will have as much to pay as one who carries \$4,500 in the B. of L. E. alone, and practically compelled in both cases to carry the insurance; and hence, not in the best mental mood to stand for a special assessment for the purpose of paying of policies at thirty years, or any other period.

Quoting the "master mind" again, "We can do a certain amount of business on sympathy and loyalty, but it is a rope of sand when hitched to men's pocket-books, and cannot be pulled very hard without breaking." We cannot compel men to do just what we think they should, though we can compel them to comply with our law or expel them. There our power ends and, in my opinion, if there are any additional benefits attached to our insurance department, they should be entirely voluntary, so that if any member or number of members desired the new feature and its ultimate benefits, they should choose for themselves, with no legal pressure brought to bear upon them. Any other policy would be decidedly detrimental to the B. of L. E., and without that we would have neither. For the insurance is dependent entirely upon the parent order. L. S. WINTER, Div. 362.

Endowment Fund.

AUGUSTA, GA., April 3, 1905.

EDITOR JOURNAL: For some time I have been reading and thinking about the endowment fund as discussed by the Brothers through the JOURNAL, and the more I read and think about it the more favorably I think of it, until I thought I would contribute my plans and see what the Brothers think of it.

To begin with, it is a settled fact in my mind that the endowment fund would be a blessing to all concerned. It would give many of us homes who would otherwise be homeless; it would give us a capital in life which otherwise some of us would never obtain, and if properly handled would be a fair competency to protect us from want in our old age. It would also have other good effects; it would be something for a fellow to look forward to with

happy anticipations; to think that not only is his family protected to the stated amount but that he may live to enjoy the fruits of the stipulated amount himself; but now comes the issue. How are we to raise this endowment fund?

Some say our insurance is already too expensive, yet these same fellows will take out a policy in some accident company and pay very near twice as much premium as our assessments amount to, and then they must be killed accidentally for their families to get the insurance. They never take into consideration that a policy in our insurance is equivalent to three policies in other insurances, viz.: its death from natural causes, its death from accident or otherwise, and its payment from total disability; and if we can establish the endowment fund it will be payable at expiration of a set time.

Now, to establish this endowment will cost us something, but it will be only a small trifle when compared with the good that will arise from it, and while I said it will cost something, it will be a good investment because you get back just double the amount you pay in. That seems to be rather a broad assertion, doesn't it? But you just get your pencil and let's figure it up. We will say now that we propose to raise an endowment fund by putting 50c extra assessment on each \$750 policy per month; we have 42,265 members carrying 105,511 policies, \$750 each, assessable at 50c each per month. We will charge an additional \$3 on each \$750 new policy issued to new members. Now, let's see what we get from the present number of members, not to count on the new members just now, who are coming in at the rate of some 4,000 or more per year. 105,511 policies at 50c each per month, \$52,755.50, and for twelve months we have \$633,066. Now, say we propose to start paying off these policies sixty days from date from first assessment, taking up, of course, the oldest first, and pay up a certain number each month (always keeping a small reserve on hand at interest) until we get down to say the 18 or 20 year old policies: each policy after it becomes 18 or 20 years old will be taken

up in its turn. Then say I have a policy 20 years old and am paid the full amount of policy out of the endowment fund, I am still an active member of the B. of L. E.; let me take out a new policy subject to the rules of new members; in fact, I become a new member. Now, let's see the cost and the profit.

Say we carry a \$1,500 policy, which at present costs about \$30 per year, with the 50c endowment assessment on each of \$750 policies would be \$12 per year more or making a total of \$42 per year, and for 20 years it would amount to \$840 we pay on the \$1,500 policy; then we receive the \$1,500, besides we have been protected all these 20 years. Wouldn't that be a good investment? I am sure it is and see no good reason why this plan will not work to the satisfaction of all concerned and think we should interest ourselves enough in this matter to put it into operation. We could then, commencing sixty days after date of first endowment assessment, pay off annually about 450 of the \$1,500 policies, or its equivalent, which would brighten and make happy 450 homes each year, and it will soon only be a few years till it would reach our own home.

Now, if it is not asking too much of you, Brother Shay, will you please tell us through the JOURNAL, the number of members and the total amount of policies now 20 years and older in our insurance department. Also give us such comment and criticism on this as you see fit, and if you can suggest a better plan, let's have it.

W. T. H., Div. 840.

Every Subdivision Should be Represented, Etc.

CLEVELAND, OHIO, April 10, 1905.

EDITOR JOURNAL: So much has been said about reducing the number of delegates to our conventions, that it would seem unnecessary to say anything more, but this is a very deep subject and there is a great deal more in it than a question of dollars and cents. It involves the future success and welfare of the organization.

Patrick Henry said, "Taxation without representation is tyranny," local Divi-

sions not represented would soon become dissatisfied with this plan. Every member feels a certain pride in his own Division, and he wants a representative sent from *his* Division and not from some Division two or three hundred miles away.

It is all very well for us to say cut down the number of delegates, reduce expenses, but the ultimate result must be the paramount consideration. With a representative from each Division there is less chance of the many things which corrupt organizations creeping into it. Other plans can be devised for reducing expenses than reducing the number of delegates. A more thorough organization of our conventions, instruct our delegates that they are our agents, that they are going there to do business for us and that they must do it, and if there is any sight-seeing to be done it must be done after the convention is over. Expenses can be reduced by appointing committees to which certain issues shall be referred, after the same plan as congressional committees are appointed. This plan was acted upon at the last meeting of the G. C. of A. of the Pennsylvania Lines, and a great deal of time and expense saved and the work facilitated.

There are a great many chances for improvement in our organization and a great many plans advanced, but let us be sure they are improvements and not detriments.

The endowment idea of which I wrote in a former article is worthy of the most careful consideration. Like all great undertakings, it will take time to complete it. An assessment of \$30 on each policy would not be a hardship on any one if divided up into twenty-four monthly payments. By this plan almost \$1,000,000 could be raised in two years. This sum might be used in erecting a large building such as the Society for Savings Building in which the Grand Offices are now located. A building of this kind would provide a permanent home for the headquarters of our organization, a place to hold our conventions and bring in more than five per cent interest in rents, besides a saving of moneys paid out in rents at the present time. The income from such a building as this being applied to

the payment of claims due on endowment policies would soon make itself felt in the reduction of our monthly assessments. Brothers, figure this plan out carefully, and see if you do not conclude that it will be worthy all it will cost.

This plan, like all progressive movements, is bound to have its opponents, but it is my experience that the ones who are always pulling back and finding fault are the ones that never attend meetings, but stand around the roundhouse or on the street corners, growling about his assessment and finding fault with those who are doing the work and make it possible for him to enjoy the benefits of their labors. The B. of L. E. is worth all it costs, but the endowment plan and new building would make it worth a great deal more.

Our Grand Chief, by his prompt action in the New York strike on March 6, has demonstrated to the world the integrity of the Brotherhood. Railroad companies will no longer be afraid to sign contracts with an organization that never breaks its word and punishes those of its members who forget their obligation. Brother Stone is the right man in the right place and deserves our confidence, hearty cooperation and support.

CHAS. F. LOCKHART, Div. 170.

Astronomy—The Y. M. C. A.

BROCKVILLE, ONT., April 28, 1905.

EDITOR JOURNAL: Division 118 is rarely represented in the columns of the JOURNAL, and it may be well to break the silence, and although I do not propose taking up very much of your valuable space, a short sketch of my recent trip, lecturing on astronomy, under the auspices of the R. R. Y. M. C. A., at the various institutions throughout the country may be of interest to many of our engineers, for it will show what one can accomplish in his spare moments while off duty.

The desire to become better acquainted with the far reaching science of astronomy shown by the many engineers who attended my lectures at different points visited, contrasted with audiences from colleges and other institutions of learning, leads me to say that our men are just as

bright and intelligent as any I have met in my tour.

A word or two concerning the good the R. R. Y. M. C. A. is doing throughout the country would not be amiss. Their buildings are fitted up in the most modern style, where no improvement for the comfort of the railroad men is overlooked, and where painstaking efforts are made to elevate the social standard of our class, and when I look back to bygone days when at the end of our run nothing but a miserable bunk room, where comfort was unheard of, no literature save a daily paper and a pack of cards to engage a man's attention in his spare moments, what was the alternative? Nothing but to go to a hotel, which is the bane of all railroad men. Might I not say, then, that these institutions are a blessing to the railroad man, his family and the public at large, since they tend to elevate the morals of the men and make them useful members of society.

Yours fraternally,

JOHN RYAN, Div. 118.

B. of L. E. Better than Old Line Insurance.

MINNEAPOLIS, MINN., April 11, 1905.

EDITOR JOURNAL: After reading Bro. Geo. H. Connor's letter in the April JOURNAL, I cannot help taking my pen and writing a word in defense of our insurance which I think is one of the grandest features of our order and there are a good many good features in the order too. I would like to have Brother Connor name a better insurance than the B. of L. E. has, or one that gives more for the same money. I cannot see how he can compare old line with our insurance. We do not pay our insurance president thirty, forty or fifty thousand dollars a year, as do the old line companies. We are not building twenty-story buildings all over the country, as the old line companies are doing. We pay two moderate salaried men; the rest of the assessments go to pay the claims of the policy holders.

In regard to the order being better off by keeping the ten or twelve that are expelled every month for forfeiting insurance, I do not agree with Brother Connor in that, for if these same Brothers violate

their obligation by not paying the insurance assessments, they will violate it in anything else. From the number of wild-cat resolutions introduced at the Los Angeles Convention (if adopted would ruin any insurance company) it is very evident that there are a whole lot of delegates who know very little about insurance; but the majority listened to the good counsel of Brother Futch, and our insurance was not materially changed and, thank God, we have an insurance that stands second to none in the country.

I was very much pleased in reading Brother Nixon's letter, "Be prompt in every duty." That is something every member of our order should read and remember. It is the keynote of success in every organization; we need more of it in ours. I do not think anyone need fear any bad results if the insurance collector says he will live up to the law and pay no assessments for anyone, or run after the members and plead with them to pay their assessments. Any collector who does that will find that in a few months when the time comes to remit to the Grand Office all the members have paid. I think that the sooner Subdivisions have their members understand that each member must pay all dues and assessments on time without having insurance collector or F. A. E. chase them around, the better it will be for the order, even if you lose a few members; those who are left you will know are the right kind of stuff that can be depended on to do their duty. Pages could be written on the subject of being prompt in every duty. What would have been the result of the referendum vote if every member did his duty? What would our order be if every member did his duty? I think it is time that we awake to a realization of the sense of duty to our order, our employer, our families, and to ourselves.

Now, Mr. Editor, just another word along the line of insurance. I think the advice of our Grand Chief is bearing fruit by the number of Subdivisions that are having an accident insurance. As far as I can learn, wherever it has been tried it has proved a success. I would say, awa-

ken, Brothers; have these things in your own Division for one-half or less than you pay the old line companies. Organize and have your accident insurance and save your hard earned money for yourself when you have passed the age limit. And again, do your duty, from signing a referendum vote to paying your assessments on time and attending your Division whenever you possibly can.

Fraternally yours,
I. N. MORRILL.

—♦—
"Auld Lang Syne."

NEW YORK, April 16, 1905.

EDITOR JOURNAL: Have but recently returned from a visit to my native state and birthplace—Columbus, Ohio—where I enjoyed a few days of pleasant intercourse with my relatives and associates of early railroad life and work. I was born on what was known then as the "Mike Sullivan Farm," now the west side of the city and built up by many large business blocks, in fact one of the most imposing buildings of the state being located upon it. It was while living on this farm that I saw the first locomotive, it was running on a little road built by the state and was pulling the train which was taking the stone from the quarry to the city for use in the construction of the Capitol Building.

My first training in railway service began in Columbus, while riding around in the yards on an old hook motion engine, with two upright starting bars, called the "Milford" and belonging to the Little Miami Ry. Co. The engineer having charge of it was Charles Wiggins and the fireman Frederick Mull, Sr., now deceased, a cousin of mine, who took quite an interest in my future. One day he asked me to accompany him to the Piqua shops of the Indiana Central Ry., for the purpose of getting me a place as fireman. We went to the office of Mr. William Roman, master mechanic, where I was engaged on trial. He gave me a letter to Mr. Charles Rice, roundhouse foreman. I called on Mr. Rice the following morning. He wanted to know what experience I had had as a fireman.

I told him, "none." He gave me four sheets of emery paper and told me to go out in the yard and clean and scour the "Piqua"—an old switch engine. It certainly was a discouraging looking job. I asked a fireman who was present how I should go about it and he told me to rub it with the emery paper on all parts above the running board. I went to work on the hand rail, bell and dome, etc., with the dry emery paper, determined to improve the looks of the engine if possible, thinking my future success depended upon the result of my work. About 11 A. M. he came out where I was at work. The first glance at it convinced him of the truth of my answer when I applied for work—the old "Piqua" looked as though it had passed through a St. Louis cyclone. He gazed at it in consternation, murmuring something in an undertone, but finally remarked that he would send me out on the road, as he turned and walked back to the roundhouse, bidding me come to his office, where he assigned me to engine No. 6, an old wood burner, running on passenger train between Columbus and Indianapolis, with engineer James Gornerly, changing engine crews at Piqua. As time rolled by the old Indiana Central came under the control of the P. R. R., forming part of the Southwestern Division of the system.

Many of those associated together as firemen and engineers in those days on the old Indiana Central have passed on to that "undiscovered country from whose bourne no weary traveler returns."

I continued in the service of the company as fireman for some time, taking a leave of absence for an indefinite length of time. When I returned to service was placed on engine No. 194, firing for an engineer by name of Frank Gregory, who, by the way, was a particularly bright man. When off duty he could always be found in the library at the Capitol Building. I continued with him until I left the service of the company. While away on my leave of absence the business of the road increased to such an extent that during this time there had been additional power and enginemen put into service.

Bro. Phil Chase, now running passenger engine with the same company, was one of the men then employed as firemen, and my first recollection of him dates back to the time when I walked in to the Hover House at Bradford Junction at 2 o'clock in the morning and found him leaning against the lunch counter playing "Home Sweet Home" on a French harp to an audience of two or three. If my memory serves me correctly Bro. John Cassell (who is still running passenger train with them), Isaac Butterworth, B. Mason, Thomas Humphrey and Charles Chase were among the new force at that time. I think John Pontas, who is now road foreman of engines, was one of the old force—the "kid" engineers of the present generation call him "Old John Pontas." Had they known him in the days I have mentioned they would have known a very "slick article." My memory does not serve me who the fireman was that instructed me how to scour the old engine, Piqua, but it might have been John Pontas, for when he fired engine No. 27 for George Spade, now deceased, it was the cleanest engine, as I remember it, running out from Columbus.

During my stay at Columbus I had the pleasure of visiting Div. 34, Sunday, April 2, where I found a large attendance, with my esteemed friend and Bro. Thomas Humphrey in the chair. It was truly a very enjoyable meeting for me, meeting my old friends and associates after such a lapse of time. Brother Hutchings, of the Westinghouse Co., was present and made a reduction in train line pressure, which Brother Sam is quite capable of doing, also Brother Nelson, of 155, was present, and was keyed for the occasion, his remarks being appreciated. One of the Brothers made a motion, which was unanimously carried, that I be given a present to bring back with me to New York. As they did not produce the goods I was obliged to return without it. I appreciate the Brothers' generosity, however, and no doubt Bro. Frank Mull, of Div. 480, will forward it. I was much interested and amused during my stay in the exhibit of fancy-bred fowls owned

by Brother Frederick and David Mull, the cultivation of which fills in their leisure moments while off duty. The following Sunday, April 9, a delegation of Brothers escorted me to Div. 79, where I passed another enjoyable day, meeting some of the old boys as well as the younger ones. Regretted not having the company of Bro. John Mull on our way from the Division, his duties of "pool"-ing engines detaining him until a late hour.

On the evening of the 9th a delightful surprise birthday party, an enjoyable event, was given in honor of Bro. Charles Mull at his home on Long street by his wife to his brother and sisters, and as I happened to be a visitor I was included. The "Anniversary Chimes" were rendered by Frederick, David and Frank Mull; piano solo by Mrs. Ida Callahan; duet by Mrs. Frederick and David Mull; recitation by Mrs. Frank Mull; dialogue between sister Lizzie and Frank Mull; specialty by Mrs. Charles Mull, the hostess, being the climax of the evening. In the dining room we found the table spread with all the good things imaginable to appease the dainty appetite. After partaking of the refreshments the guest of honor, Mr. Charles Mull, made a few appropriate remarks in appreciation of the occasion. When the good nights were said all expressed their delight, including the writer, in having passed such an enjoyable evening in a small family gathering. May you have many happy returns of the evening.

I wish to extend my thanks to all who contributed so generously to my many enjoyments and gave me so many kind attentions while sojourning in my native city.

On my way home I made a short stop at Cleveland, enjoying the privilege of paying my respects to the Grand Officers, regretting I did not have the pleasure of seeing our Grand Chief, Brother Stone, and President of the Insurance Association, Brother Futch, who were absent. I found Brother Salmons seated at his desk, with a pile of mail before him. The longer I remained the higher it grew. From here I made a tour of inspection

through the Grand Offices. I called on our Third Grand Engineer, Bro. Deloss Everett, where I found this genial Brother and his stenographer busily engaged at their duties. However, he took time to make my call a pleasant one and I wish to mention right here that I had a very pleasant visit with himself and wife at his home the evening previous. My next call was on Brother Prenter, our First Grand Engineer, who like the preceding Brother was engrossed in business matters. I glanced in Brother Stone's office and the committee room adjoining, and wish to say that no member of the Brotherhood need feel ashamed to have any railway officer or any other man of prominence visit the Grand Officers at their respective stations and departments, for they certainly present an attractive appearance. I noticed particularly that they have the tact of surrounding themselves with attractive and competent help, which from the fact that they did not introduce me proves they wish to keep faithfully at their duties. On the eighth floor I found Bro. M. H. Shay, Secretary of the Insurance Association, who, like the others, made my call a pleasant one, notwithstanding he was as busily engaged as they. In my short stay I could not but observe that there was not much time for play among the Grand Officers, and to fulfill the requirements of same was no easy cinch.

Yours fraternally,
J. PUFFENBERGER.

Back in the Fifties.

NORWALK, O., May 8, 1905.

EDITOR JOURNAL: I occasionally read the JOURNAL, and in the May edition an article by H. G. Rust regarding the naming of engines carries me back to the early 50's. I have been in railroad service constantly since March 1853, and never was an engineer. I worked for the M. C. continuously for twenty-four years, the greater part of the time on the Middle Division between Marshall and Michigan City. I worked for the Canada Southern for six years, and twenty-two years for the W. & L. E. I do not think I ever knew Mr. Rust, but he reminds me of old-timers I had not thought of for years.

He speaks of a Mr. Nixon. I wonder if it is Thomas Nixon—if it is, put him on the "America," where he was at home.

The M. C. named their engines until names ran short. I remember well the Swallow, Alert, Pigeon, and a few others; a good-sized Teakettle, with one pair of drivers, the Comet, Gazelle, Reindeer, Mayflower and Hurricane. The later Gazelle was hauled by John McCurdy.

Freight engines were: Vesuvius, Ætna, Peninsular, Salamander, Rocky Mountain, Washington; soon after came the Ajax, Ceres, Atlas, Stranger, the Tiger with Samuel Hill, the Lion, Samson, Challenger, the Defiance, the Grampus with Dad Robins, the Porpoise with Levi Sutliff, the Dolphin with Pony Cooley, the Jupiter with Levi Hancock, Pluto, Saturn, Mars, the Four Eagles, the Six Winds, Four Hounds, the Corsair, Arab, Mamaluke, Persian, Egyptian, Saxon, Forynor, Twilight, Guttenberg, Storm, Ranger, Racer, Rover, Rattler, Rambler, Rusher. I think the Lightfoot and Quick Stop were the first coal burners on the M. C.—this all within a few years. Mr. Rust gives a few, but I presume I could give a hundred more. Is it not a wonder the M. C. ran out of names? I nearly forgot the Six Seas and the Atlantic, Arctic, Baltic and Pacific.

I often wonder if there will be as much improvement in locomotives in the next fifty years as there has been in the past fifty. It does not seem possible.

Yours respectfully,
N. A. SOMERS.

Endowment Plan.

FOND DU LAC, Wis., May 4, 1905.

EDITOR JOURNAL: Please permit me space to answer Brother Tinkham, Div. 176, page 390, May JOURNAL. His understanding of my endowment plan is certainly correct, but his idea of having to live 1,500 years in order to get our money back is a delusion. I do not claim that we will get our money back, that is, through the endowment feature, but he admits that annually seventeen of the oldest policy holders get their policies paid by this plan, which we will concede. Now he admits new members would have to pay the same amount, which is \$20 per policy. Of course, that would swell the capital. Every member becomes a stockholder of capital and when he becomes the oldest policy holder receives his insurance to use during his declining years. That feature has cost him but \$20.

I never did claim that we could figure on a certain age of expectancy as old line companies do, but look at the difference in the cost. I do not plead this from a personal motive, as I am a young man yet, but am willing to invest \$20 per policy for the benefit of the old members because I have something to look forward to should I live to be the oldest policy holder some day.

I know well that insurance is a business proposition and must be conducted on business principles, or it can't stand the

test, but the suggestion of having to live 1,500 years is a delusion and misleading in the extreme. The capital is always there and every member in good standing a stockholder, but if you die before you get to be the oldest policy holder your insurance is paid from the mortuary fund and your relatives receive the benefit. If you live, the endowment feature of which I speak will pay the money to you in your old age. I cannot see wherein that is a hardship to young members to lay away \$20 to provide for themselves practically a paid up policy for old age. The money is only loaned the older members and their money will stay in the same fund for the younger man when it comes his turn. The old member certainly cannot participate unless he pays his share into the fund, and that at once, should such a plan be adopted.

Perhaps I am a crank, but it takes a crank to start anything that is outside of the ordinary. To make it plain to E. P. S., page 898, May JOURNAL, I would say that it would be impossible to exempt any policy holder from paying his portion of the fund since it is only a business proposition, and as such must use all alike. I firmly believe the feature could be successfully adopted and would enhance our insurance and our order. I am informed that other orders have a similar feature, at least one, officers of which I have spoken to.

Brother Tinkham seems to be selling endowment insurance, and of course has a revenue coming in from that quarter, perhaps enough to keep up his premiums, but for one that has to pay them, that luxury comes high, which he will admit. It is all right if you can afford it, but when you cry against the assessments of our present plan, how can you carry endowment in old line companies? For that reason it has been my aim to adopt some plan which will give the oldest policy holders their money without actually dying or becoming disabled. I hope more of our members will give this their earnest consideration. Meanwhile I remain,

Fraternally yours,

J. F. FREENOR, Div. 372.

Sign Your Own Name, Etc.

HATTIESBURG, MISS., April 5, 1905.

EDITOR JOURNAL: I have been silent about one year, but I read the JOURNAL next to my Bible and prayer book, and I am much interested in the discussions that are going on among the Brothers and it seems like a move in the right direction, but here is a thing Brothers ought to be ashamed of. A Brother from my

native city, Altoona, Pa., calls himself "Bolivar;" this must be somewhere on the Alleghany Mountains. Also a Brother from Div. 23 calls himself "Side Track." Does he mean the whole Division is sidetracked, or what sidetrack, pray tell? Also another Brother from Hillyard, Wash., calls himself "Johnny." Johnny who?

Now, Brothers, what you have to say, say out under your full name, so we can all know who you are, and do not be hiding behind the Editor's desk, as he has quite enough to stand for as Editor, and when he speaks through the JOURNAL you all know it is C. H. Salmon.

I heartily agree with Bro. J. F. Freenor, of Div. 372, in having a centrally located city for the Grand Office and the convention, as well; then Divisions located everywhere could figure on about what the delegates' expenses would amount to. The time has more than come to have a located convention city, and I do not know of any more reason to wheel the convention from one part of the country to the other, than it would be to require the United States Senate to change every year from city to city, or the House of Commons in England to do the same. And to say that every Division must have a delegate would be to say that every township must have a man in the Legislature or in Congress. Every thoughtful Brother knows if he will admit it that we could better our insurance and this should be done. What couldn't we do if all the money that is spent every year by Brothers with the old line companies if made use of in the B. of L. E. Insurance? I say, make policies which will mature in ten, twenty, or thirty years, and let all take out and carry such policy, providing they pass the necessary practical examination, such as is required by the old line companies.

Fraternally yours,

J. O. DETWEILER, Div. 336.

Representation at Our Conventions.

PHILIPSBURG, PA. April 5, 1905.

EDITOR JOURNAL: The many good points in Bro. W. J. Boothby's letter in the April JOURNAL I appreciate, and in some things differ with him and give my opinion. I do not agree that it will be the chairman of or a member of the Board of Adjustment that must represent us in a convention of 100 members, and even if it should be and that would be the choice of the majority on any system, there would be nothing wrong about that. To set myself right, first, I am not a member of a G. O. of A. and never expect to be, but

if any system say of 4,000 engineers elect one man to represent them in the convention, who is a member of the G. C. of A., I naturally would think he would be the very best man on that board and even if he were not at the convention he would be a member and a Brother of the B. of L. E., and his capacity for voting for that system in the convention would be forty votes on any question, cut up as he had been instructed by those whom he represented, and if the measures as the Brother states had been submitted some time before to the Division to talk about, it would take a much smaller and few mathematical experts to count for one hundred delegates, than it does now with a convention of over 600 delegates. The trouble in our voting now is everything goes but the aye and nay.

I think it was the animals that had a convention once and the question came up as to how they would vote. The dog said, "Mr. President, I move that we vote yes, with tails up; no. tails down."

"I object," said the wolf.

"State your objections," said the president.

"Well, my objections are that the goat would be voting yes all the time."

Just as soon as this remark was made the fight began; and so it does seem with us. We are so many we have never been able to agree. Like the goat, our tails are up all the time.

I cannot agree with the Brother in cutting the big Divisions up, but I do believe that their voting capacity should be according to membership; for instance, a Division that has 200 members should have as big a voting power as any 200 members that it takes to make six Divisions; but the convention says no. That means that six little Divisions with all told 200 members have always had six votes against the other Division's one, and of necessity it is often the goat—but to no purpose.

I heartily agree with the Brother in reducing the time for the convention to be in session, but it will never be done by increasing the number of delegates, by cutting the larger Divisions up. It will have to come by the honest determination of every member of the Brotherhood that this has got to grow worse or grow better.

I have no axes to grind; all I desire is our betterment. I believe we, our conventions, are too big and that the best interest to the B. of L. E. cannot be accomplished by them. In a sense, I am glad of their size—it denotes we have grown, but the result is no better. Our engines on the railroads have also grown and they run faster and pull more and give more satisfaction for money invested, but the

men are no bigger—no stronger than twenty years ago.

I have known of an order that it took 150 men in Pennsylvania to represent 80,000 men and it took 80 men to represent the United States. Now, it takes nine men to represent the United States, but it was accomplished by good honest effort to give every man in the United States the full value of money spent and all of the dollars saved. I go back to the records of our organization of the past to hunt up her sins and mistakes to profit by them, to discard the foolishness and the vices of some of them. Her virtue it is wise to emulate. It is human to make mistakes.

Take your constitution after conventions for twenty-five years and count the cost and you will agree if you keep it up until 1969, you will have an army something like Napoleon's, of which the song says, "He marched them up the hill and marched them down again, to his Waterloo." Don't put the Grand Chief of 1969 in the same position.

Fraternally yours,

C. B. NIXON.

Railroad Employees' Home.

HIGHLAND PARK, ILL., May 1, 1905.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of April, 1905:

Div.	FROM B. OF L. E. DIVISIONS.	Am't.
33	\$ 40 00
164	12 00
265	6 00
546	7 00
595	25 00
Total	\$ 90 00

SUMMARY.

O. R. C. Divisions	.....	\$ 49 85
B. of R. T. Lodges	.....	75 47
B. of L. E. Divisions	.....	90 00
B. of L. F. Lodges	.....	5 00
L. A. to B. of R. T. Lodge	.....	23 00
L. S. to B. of L. F. Lodges	.....	5 00
James Costello, of Div. 270, O. R. C.	.....	1 00
New Haven, Conn., sender unknown	.....	1 00
Interest on Highland Park State Bank	.....	45 00
Order of Railway Conductors of Texas, number not given	.....	100 00
Sale of junk	.....	4 00
Total	.....	\$399 32

MISCELLANEOUS.

One barrel of canned fruit from Div. 2, L. A. to O. R. C.

Respectfully submitted,

JOHN O'KEEFE, Sec. & Treas.



● Ladies' Department ●

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, MRS. M. E. CASSELL, 927 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

My Summer Rose.

What flower can rival my full-blown rose.

That sits, June's queen, upon its slender stem?
Upon its damask leaf the sunlight glows,
It wears morn's dewdrops as a diadem.

No trimmer's art has ever caught its hue

Of sunlight mingled with the crimson tide,
The rich red tint that stains it through and
through,
The soft glow radiant as a flush of pride.

No sculptor hand has ever moulded yet—

With all his wondrous aid of skill and art—
A form on which such gracefulness is set,
Soft petals blushing o'er a crimson heart.

No trick of man has caught the sweet perfume.

Trembling upon the south wind's passing sigh
The breath from out the chalice in its bloom,
That wafts like incense to the summer sky.

The Month of June.

The poets long ago fell in love with the month of June, and have never been weary singing its praises.

One calls it the "leafy month," another, "the month of roses," thousands have called it balmy, and one great poet has asked, "What is so rare as a day in June?"

In the sense in which Mr. Lowell meant we can agree that a day in June is rare indeed.

May is a pleasant month, but not reliable. The temperature is liable to drop to the freezing point with hardly any warning, and when a fine warm day does come we cannot enjoy it as much as we might because we are still encumbered with our winter clothing, which we have not dared to lay aside.

But June changes the complexion of affairs completely. With the coming of June comes summer in all its glory. The very last trace of winter has disappeared, and we no more look for frost than we do for an earthquake. Every green thing that grows is growing and every flower is in bloom. The earth is one great garden of green and gold and crimson, the scent of roses pervades the air and all nature seems to be in holiday attire. It is warm, yet not too warm. The hot July and the sweltering August are still in the future and the air is balmy without being enervating.

June is essentially the month of sports—that is, out-of-door sports, since no one wants to stay indoors during this delightful month.

Campers out who generally choose August, would do well to try June for a change. Mosquitoes, gnats, sand flies and the hundred and one insect pests which mar the enjoyment of the trip have barely made their appearance in June, and cool, comfortable sleeping nights are assured. Any camper who has passed an August night wrapped up in a heavy blanket, as the only protection against mosquitoes, knows how to appreciate unbroken slumber. The seashore affords many attractions in June to the boatman, the shell and weed collector and the one who can indulge in a dashing drive or gallop on the smooth and solid beach. But, above all, June is the month for picnics in the woods, for exploring parties up among the hills or down in the valleys to find something new in the way of a waterfall or bit of scenery and give you something to talk about and remember.

The one who cannot extract some en-

joyment from a June day ramble must be very blind or very dull. All this applies of course to this season in the temperate zone of the Northern Hemisphere.

It is hard to realize that our antipodean brothers are in the depths of winter while we are having such delightful out-of-door weather, and we feel like extending to them our sympathy. It must be strange to people born in Australia, for instance, to read about our June; although not any more so perhaps than for us to read of an Australian Christmas celebrated with the thermometer at 90 degrees in the shade. We are thoroughly satisfied with our arrangement.

We want Christmas to come 'mid ice and snow, like the youth who bore aloft the banner with the strange device, and we want the month of June to stay right where it is in the calendar and continue to be the best month in all the year.

What to Teach a Daughter.

Teach her, says the *Ladies' Home Journal*, that not only must she love her father and mother, but honor them in word and deed.

That work is worthy always when it is well done.

That the value of money is just the good it will do in life, but that she ought to know and appreciate this value.

That the man who wishes to marry her is the one who tells her so and is willing to work for her, and not the one who whispers silly love speeches and forget that men cease to be men when they have no object in life.

That her best confidant is always her mother, and that no one sympathizes with her in her pleasures and joys as you do.

Teach her to think well before she says no or yes, but to mean it when she does.

Teach her to avoid men who speak lightly of any of the great duties of life, who show in their appearance that their habits are bad.

Teach her that her own room is her nest, and that to make it sweet and attractive is a duty as well as a pleasure.

Teach her that if she can sing or read or draw, or give pleasure in any way by

her accomplishments, she is selfish and unkind if she does not do this gladly.

Teach her to be a woman self-respecting, honest, loving and kind, and then you will have a daughter who will be a pleasure to you always and a blessing to the man fortunate enough to win her.

Appreciative.

[Dedicated to my dear friends, the members of the W. D. Robinson Division, 349, G. I. A., at Washington, Ind., with my earnest wishes for their success.]

There is a merry little band they named the G.I.A.,
They live in Indiana at Washington so gay;
And tho' they are just starting in I very well can see

For earnest willing workers, no better can there be.
Their names I will endeavor to write up in this song,

But should I tell their qualities, the rhyme would be too long;
And Mesdames—as I start with sufficient too must be—

To answer then for all time—I couldn't—Mrs.—each you see,

There are Robinson and Nimnicht, Miller, Borders, Schwab and Guth;

And perfect in their manners, these ladies are in truth.

Again, there's Stump and Sullivan, also Albertie
(The last named married my son-in-law), now guess who he can be,

There's Boas and Haag and Muster, McKinster, and then Day,

When it comes to speaking up in Lodge they are hard to beat they say,

There's Conaty and Donnels and Markel, also Lynch.

Of all our Lady Orders this Lodge has got a cinch,
There's Gilley, and there's Wagoner tho' last they are not least

To encourage on the Order they do their very best;
And so Dear Mrs. Cassell how I wish that you could come

And see what welcome you would get at every Lady's home,

The worse halves of these dear friends work for the B. & O.

And also are dear friends of mine of twenty years ago;

God keep these jolly fellows while they are out upon the Line,

God bring them back in safety to their families every time.

Could I but have the power to waft a Wizard's Magic Hand

What wonders would I not perform upon this little band,

But a higher power than mine will hold them in His care.

Success to W. D. Robinson Lodge shall be my daily prayer.

MRS. HENRY B. JONES, Washington, Ind.,

Div. No. 349—First Ball.

WASHINGTON, IND., May 3, 1905.

On the 21st ult. being Easter Monday night, Div. 349, of the G. I. A., gave their first ball and entertainment at the Masonic Hall and lodge room in this city. This Division has only been organized by Sister Sursa of Evansville a few months ago, and has been named the W. D. Robinson, in honor of the late W. D. Robinson, one of the founders of the noble order of the B. of L. E., and father of Engineer Byron Robinson of the B. & O. S. W.

On the above night the hall was beautifully decorated with bunting and B. of L. E. mottoes, also a large picture of W. D. Robinson hung in a conspicuous position on the wall. Although the tickets were sold at \$1 each it is surprising how quickly the ladies succeeded in disposing of them, clearing \$123.

An orchestra composed of the best talent in the city rendered sweet music, and such entrancing strains of waltzes, schottisches, etc., were so deftly performed that those who had only meant to be onlookers, found it impossible to resist the temptation of a whirl on the floor. It is possible that a greater number could have been present, but the public fully understood that none but the *crème de la crème* would be admitted, so there was a very select party in attendance. The beautifully dressed ladies, the smiling faces of their manly escorts, and the light-heartedness of the participants made a spectacle that could not be excelled in any community. Those not wishing to dance were entertained at finch in the lodge room; two beautiful prizes given the fortunate winners; Mrs. Lon Helphenshine won the silver punch ladle, and Mr. William Kramer a toilet brush of equal value. Fruit drinks of the most delicious flavors were furnished free, and as I am a connoisseur of those things I can attest to the quality and quantity.

At 9 P. M., sharp, Sister Hartman of Evansville and Bro. Will Borders of this city led the grand march, in which all took part. About twenty years ago, at Evansville, I had the pleasure of follow-

ing Sister Hartman in a similar march, and she certainly has not lost any of her old-time energy. Brother Hartman was also present. I should very much like to give a more personal description of each one present, but I see Sister Cassell's eyebrows lifting just a little bit so I will stop, ere a frown will appear on her usually smiling countenance.

I notice in this month's issue where B. K. M. remembers Mother Jones. Well, dear B. K. M., I am just the same as ever, but I think you owe me a personal letter. With kindest regards to all my old friends in general and Sister Cassell and Shandy Maguire in particular,

I am as ever, the R. R. boys' friend,

MRS. HENRY B. JONES.

Beautiful Flowers.

INDIANAPOLIS, IND., April 20, 1905.

Officers and Members of Monumental Div. 128:

KIND SISTERS: I trust that not one of you will ever know how grateful I was for your kind expression of sympathy in flowers; for to realize such gratitude would be its experience, which would bring sadness and sorrow to your homes, but when unfortunately such environments do exist those beautiful bouquets are a wonderful source of pleasure and comfort to the sad hearts, for in their beauty they give such a vivid expression of the mighty thought of "sympathy" that always beams in the hearts of the good. Such pleasures and comforts having for their source the best of friends the same today and at all times like my esteemed Sisters of Monumental Division are as sunshine to a home, and productive of happiness, for kindness is the sweet solace of our daily life.

Man is not given that Godlike unselfishness that thinks of another's good as do the members of the G. I. A., for the Sisters when working for themselves are working for us all. Each progressive blow they strike helps to mold the B. of L. E. Our dear departed Sister Mrs. Frazier, who was too ill to write, requested me when acknowledging your kindness to express her gratitude for a like favor, and

I assure you she was not indifferent to your kindness. Having been so closely associated with her I can realize how you will miss that beautiful white head from your midst, and the sadness of heart you each will experience to be deprived of that sweet companionship and sisterly affection. But our loss was her gain.

J. M. WILLIAMS.

Organizers and Inspectors for Term Ending May 30, 1906.

Divisions have been assigned as follows:
To Mrs. T. C. Clark, No. 11 Hakes Av., Hornellsville, N. Y.—6, 11, 23, 56, 66, 78, 120, 145, 204, 232, 275, 276 and 153.

Mrs. F. E. Johnson, No. 3308 E. Broad St., Richmond, Va.—87, 115, 124, 211, 222, 277, 71, 105 and 203.

Mrs. T. C. Smith, 675 N. 34th St., W. Philadelphia, Pa.—42, 95, 137, 109, 310, 307, 141, 321, 60, 340, 326, 80 and 226.

Mrs. Kate Ford, 545 S. Fourth Av., Tucson, Ariz.—243 and 104.

Mrs. W. A. Murdock, No. 1560 Fulton St., Chicago, Ill.—241, 10, 309, 261, 230, 168, 99, 357, 49, 348 and 79.

Mrs. J. J. Dorsey, No. 822 N. Sixth St., Springfield, Ill.—16, 47, 50, 55, 58, 86, 136, 174, 179, 252, 306 and 342.

Mrs. Geo. Riley, E. Mauch Chunk, Carbon Co., Pa.—72, 121, 27, 112, 253, 335, 332 and 323.

Mrs. J. A. Morton, No. 381 Case St., St. Paul, Minn.—185, 209, 248, 298, 299, 53, 125, 173, 187, 247, 338, 175 and 347.

Mrs. J. H. Riple, No. 1406 18th St., Altoona, Pa.—20, 28, 32, 59, 67, 70, 97, 139, 319, 217, 147, 157 and 334.

Mrs. R. M. Mays, No. 700 W. Texas St., Denison, Tex.—194, 90, 251, 196, 296, 206, 301, 286, 314, 354 and 335.

Mrs. J. H. Peek, No. 538 Central Av., Albany, N. Y.—100, 198 and 214.

Mrs. Mary A. Mead, No. 131 E. Fifth St., Peru, Ind.—4, 18, 19, 26, 57, 126, 345 and 263.

Mrs. Hugh McFee, Ossawatomie, Kan.—148, 150, 235, 152 and 329.

Mrs. Geo. Wilson, No. 1317 Adams St., Allegheny, Pa.—64, 82, 89, 280, 41, 52, 116, 334, 122, 219 and 291.

Mrs. Wm. McBride, Valley Junction,

Ia.—69, 74, 24, 266, 220, 164, 166, 343, 341, 127 and 149.

Mrs. F. A. Spronle, No. 77 Louisa St., Toronto Junction, Ont., Can.—92, 213, 202, 161, 131, 324, 337, 346, 171, 297 and 352.

Mrs. John Crotty, No. 711 Chestnut St., Denison, Tex.—227, 197, 300 and 302.

Mrs. J. Frank Cook, No. 110 S. State St., Concord, N. H.—61, 81, 107, 114, 118, 119, 155, 177, 205, 224, 233, 256, 259, 281 and 353.

Mrs. J. Carlin, Crewe, Va.—68 and 331.

Mrs. O. E. Hawkins, No. 1211 S. 11th St., Denver, Col.—330, 242, 268 and 273.

Mrs. J. G. Bailey, No. 259 Swan St., Buffalo, N. Y.—38, 201, 244, 264, 234, 250, 73, 75, 134, 215, 249, 272, 292, 315 and 351.

Mrs. H. M. Stetler, No. 2264 Gladys Av., Chicago, Ill.—1, 113, 182, 190, 216, 218, 290, 304 and 320.

Mrs. C. D. Sursa, No. 126 Cumberland Av., Howell, Ind.—14, 91, 103, 130, 132, 159, 169, 186, 207, 221, 239, 225, 313, 71, 123 and 349.

Mrs. J. Balz, No. 2286 N. Hermitage Av., Ravenswood, Ill.—5, 40, 96, 165, 236, 245, 246, 262, 231, 255 and 238.

Mrs. P. J. Culkun, No. 211 N. Hamlin Av., Chicago, Ill.—31, 35, 36, 54, 135, 146, 229, 274 and 193.

Mrs. Frank Howard, No. 19 Clinton St., Newark, O.—88, 110, 111, 117, 172, 2, 7, 333, 228, 12, 76, 178 and 192.

Mrs. J. R. Crittenden, No. 1111 W. Fifth Av., Knoxville, Tenn.—21, 45, 129, 176, 210, 265, 270, 308, 257 and 258.

Mrs. B. Lightener, No. 914 E St., Sacramento, Cal.—48, 180 and 163.

Mrs. Lizzie D. Armstrong, No. 2109½ Howard St., San Francisco, Cal.—156, 106, 339 and 350.

Mrs. F. M. Simms, No. 1521 E. Washington St., Indianapolis, Ind.—29, 93, 316, 344, 143, 62, 65, 167, 273 and 303.

Mrs. Amos Beeler, No. 823 Madison St., Topeka, Kan.—3, 39, 34, 46, 77, 83, 98, 184, 232 and 293.

Mrs. R. Button, No. 601 Campbell Av., Detroit, Mich.—13, 17, 22, 63, 234, 8, 9, 25 and 294.

Mrs. W. B. Horstman, No. 812 Market

Av., E. St. Louis, Ill.—43, 322, 188, 305, 208, 191, 199 and 160.

Mrs. J. B. Reed, No. 913 Lincoln Av., E. Las Vegas, N. Mex.—123, 138, 162, 170 and 94.

Mrs. Carrie B. Downs, No. 1603 Washington Av., Parsons, Kan.—254, 15, 33, 44, 80 and 158.

Mrs. W. A. Noleman, No. 1838 Robertson Av., Springfield, Mo.—30, 37, 240, 295 and 311.

Mrs. C. M. Goodrich, No. 681 Tenth Av., Clinton, Ia.—51, 151, 183 and 195.

Mrs. Lydia Douglas, N. Platte, Neb.—85, 102, 108, 144, 237 and 301.

Mrs. J. Haley, No. 161 Charles St., St. Paul, Minn.—101, 154, 267, 285, 312, 318, 323, 325 and 327.

Mrs. J. B. Libby, No. 1920 Maxwell St., Cheyenne, Wyo.—200.

Mrs. C. H. Weekley, No. 14 Osmond st.—Atlanta, Ga.—260, 283 and 140.

Mrs. J. H. Sims, No. 800 W. Reed St., Moberly, Mo.—171.

Mrs. H. C. Moore, No. 207 S. Wilhite St., Cleburne, Tex.—181.

Mrs. Susie Wood, No. 223 S. Broad St., Ft. Scott, Kan.—212, 287, 133 and 228.

Mrs. Anna Horning, No. 242 E. Williams St., Ft. Wayne, Ind.—279 and 289.

MRS. W. A. MURDOCK, G. P.

New Divisions.

Div. 349 ORGANIZED.

The W. D. Robinson, Div. 349, was organized in Washington, Ind., Wednesday, March 1, with eighteen or more charter members. This Division was organized by Mrs. Chas. Sursa of Div. 136; she was assisted in the work by Sisters Fitzsimons, Hartman and Clark of Div. 174, who accompanied her from Evansville, Ind.

Div. 349 was launched under most favorable auspices; composed of a bright, intelligent and much interested band of ladies, and best of all the hearty co-operation of the brothers.

On my arrival at Masonic Hall for organization, I found thirteen ladies waiting to assume the obligation and receive instruction in the secret work. After which followed election and installa-

tion of officers. We adjourned to meet the following afternoon for further instruction in ritual work.

Sister Borders entertained the Sisters in the evening, cards and finch being the evening's amusement. Dainty refreshments were served, after which we bid our hostess good night, with best wishes for Div. 349.

This Division bears the name of W. D. Robinson, the founder and first Grand Chief of the B. of L. E., and as we look back over the early history of the order, then known as the Brotherhood of the Footboard, we learn of the trials and hardships which he and his followers were subjected to and of his firmness and determination to advance the cause which was for the betterment and protection of the Locomotive Engineer. These men, whose only glory was the conscientiousness of duty, have given us this Brotherhood, which has culminated in such grand results. In the spirit of justice and appreciation, we do honor and reverence them whose names are not found on the pages of history, nor engraved on memorial shafts.

Mr. Robinson was for a time a resident of Washington, and his remains rest in Oak Grove Cemetery at that place. He has two sons in active service on the B. & O. While in that city I was the guest of Mr. and Mrs. Byron Robinson. Sister Stump, who has taken a withdrawal from Div. 41, to join this Division, deserves great praise for her unflinching and never tiring efforts in working up this Division. ORGANIZED.

The Climax.

[Courtesy of Brother Joseph Wilber Horstrant, of Division 542.]

Editha was a cautious little maid,
Whose motto was the single word, "Beware."
She never lost a chance to be afraid,
And spent a deal of time in "taking care;"
Yet all the while her natural timidity
She hid beneath a mask of intrepidity.

Obliged one day upon a railway train
To sit beside a grave, sedate young man,
A sudden terror filled Editha's brain,
He'll surely pick my pocket if he can.
'Tis true he looks respectable, but then
The worst of sharpers pose as gentlemen.

They reached a tunnel in another minute,
 And Editha, with her customary care,
 To guard her pocket slipped her hand within it,
 But found another hand already there;
 To show her fortitude and hide her fright
 She grasped the villain's fist and held it tight

Until they reached the open track again,
 And as the train into the daylight rushed
 As if it fain would break its record,
 Then no wonder that the modest maiden blushed,
 No wonder that the villain smiled a smile:
 Her hand was in his pocket all the while.

Mongrel Gets Half Column Paid Obituary in Louisville, Ky., Newspaper.

LOUISVILLE, KY., May 2.—In memory of "Billy" Hansbrough, a half column paid notice appears today in a Louisville newspaper. Billy was a dog, a mongrel. His master and mistress were Captain and Mrs. William Y. Hansbrough, of 740 Fifth street, the Captain being a passenger conductor on the Louisville & Nashville railroad. One hundred and twenty-four lines of nonpareil type are devoted to the sad tale of Billy's career, or how, when a pup, he was picked up on the street, in Paducah, Ky., by his master; how, in time, master and mistress "forgot that he was a brown-eyed, sweet-faced dog, and became their little child and sunbeam. The suddenness of Billy's death," the memorial will say, "has left desolation in its path."

Captain and Mrs. Hansbrough tell how, after Billy had been stricken with stomach trouble, Sunday, April 16, "they sat up all that night and kept warm flannels to his little cold body. When the morning came he seemed better and took his usual little walk with his master, came back and had his feet bathed and then got up in his chair at the table."

The memorial concludes with a description of the ride to the cemetery, and "while a little bird in a tree above them was singing they laid their darling to rest in the family graveyard in a space between that which is reserved for his master and mistress, and as they turned from that little grave they knew it would be their only comfort while they lived."

Mrs. Hansbrough, almost on the verge of nervous prostration, talked about Billy.

"I believe his death will kill me. People may think it strange that we loved our dog so, but he was almost human."

When I read this article in our daily newspaper I was filled with disgust, and my first thought was, "I am glad it was not an engineer and wife who made such fools of themselves." Dear Sister, if you have no dear children of your own, and feel the need of something upon which to lavish your mother instincts and affection, look about you and find some poor, neglected child, one of God's creatures,

take it into you heart and home, and watch it expand and blossom into beautiful childhood; see what love and nourishment will do for one of these little ones that are actually suffering for the want of just such affection and care as was lavished upon this miserable dog. We can love and care for a faithful dog in the proper way, but to give a dog a place in our hearts and homes that a child should occupy, seems to me a thing worthy of contempt. There are so many of God's little ones that could be saved to good and useful lives if such people as this Mr. and Mrs. Hansbrough would only take them in place of a dog, and give them the same attention. I trust this couple may now "wash" the feet of some weary child and give it the vacant chair at the table, and see if a smiling childish face will not repay them a thousand-fold more than the whinings of a spoiled dog.

God has said, "Inasmuch as ye have done it unto the least of one of these, my children, ye have done it unto me."

M. E. CASSELL.

A Definition of Pluck.

A London paper asked for a definition of "pluck" and the following are some of the best answers sent in:

Silent endurance coupled with cheerful energy.

The bow from which are shot the arrows of heroism.

Pluck is that spirit in man which fails to understand the meaning of despair.

Fearlessness free from foolhardiness.

That which enables one when fighting against adverse circumstances and knocked down, to rise and try another round.

Honest daring without caring.

The absence of fear in the presence of danger.

The stuff that heroes are made of.

The courage to do the right thing at the right moment.

The indomitable "I will," before which the mountains of fear become molehills.

That which keeps a man up when he's down.

The offspring of courage and the mother of success.

Music a Recreation.

The effect of music upon health and disease is incalculable. No home should be without some instrument, for it is better than medicine. For installing ambition in the lazy and indifferent it is almost magical. I have stirred phlegmatic and careless boys to sudden enthusiasm by the playing of a stirring march, and individuals who had lost heart were found with a sudden determination to again go into the fight and win.

Harmony has a magical effect on the mind. Who has not seen himself surmounting all obstacles and reaching the very pinnacle of fame during the rendition of a march like "Tannhäuser," for instance, or the beautiful duet in the second act of "Cavalleria Rusticana?"

How much brighter the world appears when you get up from your seat after a fine concert. Music seems to clear away all the clouds; it borders on the divine. The part it has played in the religion of the world, particularly in the efforts of Christianity, is seldom taken into consideration; and yet a beautiful fugue or a grand oratorio possesses great power to instill religion into the heart than all the sermons in the world.

Notice.

There will be a School of Instruction on June 20, in New York City, in the 12th Ward Bank Building, 125th St. and Lexington Av., under the auspices of Div. 264. The Grand President will be with us and a cordial invitation is extended to all sister Divisions to be present.

Division News.

ONE of the most brilliant and successful social functions given in South Philadelphia for some time was the supper tendered on March 23, by Philadelphia Div., 832, G. I. A., to Div. 51, B. of L. E., at Federal Hall, 17th and Federal streets.

The supper was given in grateful recognition and appreciation of the generosity on the part of Div. 51, B. of L. E., in supplying Div. 832 all necessary parapher-

nal, etc., when the latter Division was organized. Speeches eulogistic of the good to be accomplished by co-operation of the two organizations were delivered by Chief Engineer Kyle, L. M. Genay and Harry M. Cooper. The affair was enlivened by the rendition of solos by Messrs. Muldoon and Lynch, who are prime favorites, and who added much enjoyment to the occasion.

Too much praise cannot be given the committee, of which Mrs. J. Ray was chairlady, for the efficient manner in which the affair was conducted from beginning to end.

The members of Div. 332 as well as their numerous friends were extremely delighted with the success of the supper, inasmuch as the Division is a comparatively new one and after surmounting many difficulties is now in a flourishing condition.

MRS. R. COOPER.

THE Mrs. John Henney Div. 351, New York City, New York, has had to be silent as we have only been organized since February 8, 1905. This being our first introduction we hope it will appear in print to the readers of the JOURNAL and our Sister Divisions.

We have a very congenial Division, each one working in harmony with the other and meeting regularly. At present we have 23 members, and expect to initiate more at our next regular meeting. On April 26 we held our first social function in the form of a progressive euchre party, which increased our treasury several dollars. It was largely attended by members and friends of our Brother Div. 589, B. of L. E., who also assisted us in managing and entertaining. There were about 40 prizes, all very kindly donated, and although a vote of thanks was sent to each one who so kindly donated we wish to again thank each one through the JOURNAL. About 11 o'clock the floor was cleared for dancing and the grand march occurred headed by Bro. W. R. Marley, Chief of Div. 589, B. of L. E., and Sister Geo. D. Cook, our Vice President and Chairman of Committee, followed by about fifty couples.

The committee having charge of the affair were untiring in their efforts for all to have a good time and that they succeeded was very evident, for it was enjoyed by all there.

Wishing all sister divisions prosperity to cultivate the grand principles of our order in their daily lives is the earnest wish of
Yours in F. L. and P.,

MRS. G. A. MORNHNWEG, Sec. 351.

Div. 70 G. I. A., Connellsville, Pa., comes again before the readers. Our Auxiliary has been quite lively since installation. We've had quite a number of socials which were a success. Visiting day we had a large delegation of ladies, Sisters from Glenwood, Pa. We had an enjoyable meeting when they were with us; and refreshments were served in the early evening at the hospitable home of Brother and Sister Kerns. Our Brother Division from appearances is flourishing. The Division gave a ball April 18, and the Auxiliary ladies served refreshments. The ball was a success both socially and financially; a large crowd was in attendance. A lovely hand-painted picture; painted and given by our President, Sister Graham, was raffled and was won by Mr. Putnam.

We hope to have many more than our usual attendance as the nice weather comes. Our meetings are very interesting, and for Sisters that are kept at home with cares of a family two afternoons in the month are like good medicine. Try it and see.

Sisters, please let more of us try and attend. Make No. 70 to the front both in work and in numbers, in the lovely summer months that are coming. With best wishes to all Sisters,

I am in Friendship and Love,
ANNIE CORVIN.

PERHAPS the readers of the JOURNAL would once more like to hear from Lake Ontario Div. 315, Oswego, N. Y. We have been organized just one year, and we are congratulating ourselves continually on our success. We have thirty-seven members, and each vies with the other in being helpful. The best feeling of fellowship exists between the Sisters,

and all seem to be of one mind, having the good of our order at heart, and seeking in every possible way to promote the comfort of the Brothers. Everything we do seems to bring us some good, and personally, I am sure, that so long as the present feeling of conscientiousness, fidelity and love exists, every undertaking must be a complete success.

March the 10th being the first anniversary of our organization, we celebrated the event by having a birthday party in the evening in the B. of L. E. rooms, to which the Brothers and their wives were invited. The rooms were tastefully decorated with pink carnations and green, and presented a very pleasing appearance. Favors were given the guests in the form of buttonhole bouquets of pink carnations. The members wore their badges. To defray the expenses of the evening each sister contributed as many cents as she was years old, and as we are all of age, at least, this paid our expenses of the evening, and left a small balance for the treasury. The Brothers were asked to guess on the combined ages of the Sisters, and the one who gave the most nearly correct answer was to receive a prize. Bro. Chas. Miller was the lucky one, guessing within four years of the correct number. This afforded not a little amusement.

The remainder of the evening was spent in listening to music, talks from a few of the Brothers visiting, and last but not least the serving of a lunch, to which forty were served at one time. A pleasing feature of the luncheon was the mysterious appearance of a birthday cake with one candle. It was a happy thought of Brother Cahill, whose wife was in the secret, and managed it very cleverly.

At a late hour we wended our way homeward, tired but happy at the apparent success of our birthday party.

Some time in April we anticipate having a sale of useful and fancy articles to raise a little money to have in time of need. MRS. W. E. COLE, Sec., Div. 315.

SINCE being introduced to our JOURNAL friends, I have thought 337 Bellville,

Ont., should say a little in a modest way about themselves and what they are doing. Mrs. Sproule came the first of December, and we were duly organized. By holding our charter open for a short time we registered nineteen members; a pleasant event taking place in repairing to the home of Brother Taylor to initiate Mrs. Taylor, the ceremony being very impressive, as this worthy couple have spent their lives in railway service and with something akin to devotion to the B. of L. E.

After looking up our finances we decided to give a literary and musical entertainment, which added considerably to our treasury, and all enjoyed very much. Many selections being contributed by members' children, the ladies working in perfect harmony, that everything might prove a success.

BUCKEYE Div. 65 of Cleveland, O., were received and entertained by Sister W. E. Futch at her home, 192 Harkness Av., on Wednesday afternoon, April 8.

Those present mutually agreed that a more pleasant afternoon was never spent by the crowd. And that Sister Futch cannot be excelled for her delightful manner of entertaining. The hostess was assisted in receiving by her friends Mrs. J. F. Walker, wife of Bro. J. F. Walker of Div. 16, Galion, O., and Mrs. A. B. Greshen of 28 Edmund St. Mrs. Futch and her two friends were suitably attired in dainty white gowns. The nature of the entertainment was purely social and a short program was rendered in the early part of the afternoon.

Miss Goss, daughter of Brother Goss, rendered a beautiful vocal solo. Miss Ethel, the accomplished daughter of Brother and Sister Futch, gave a beautiful recitation in her delightful manner.

Then the real enjoyment began when paper and pencils were passed and the task of naming ten cities which were veiled in rhymes.

This required considerable time and amusement, as none were allowed to tell, but once in a while two enthusiasts would slyly hint to each other and set

the others on fire with excitement to guess that one city.

Sister Price was the recipient of the first prize, a handsome hand-painted jeweled comb. Sister Salmons and Sister Roff cut the cards for second, Sister Roff being the lucky one to receive a handsome leather hand-bag. Most delicious refreshments were served and then each one was favored with carnations. To those who were deprived of being present, we must say, you missed an immense treat, and one that will be happily remembered.

ONE WHO WAS THERE.

G. I. A. Voluntary Relief Association.

TOLEDO, O., June 1, 1905.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for same was dated later than April 30, 1905.

ASSESSMENT No. 216.

Died April 30, 1905. Sister Josephine Nelson, aged 69, of Div. 98, Topeka, Kan. Cause of death, jaundice. Carried two certificates, dated August, 1902, payable to Thomas Nelson, husband, and Wm. Nelson, son.

ASSESSMENT No. 217.

Died May 7, 1905. Sister M. E. Brantner, aged 57, of Div. 111, Martinsburg, W. Va. Cause of death, Bright's disease. Carried two certificates, dated March, 1892, and March, 1900, payable to F. T. Brantner, husband, and Carrie Dorn, daughter.

ASSESSMENT No. 218.

Died May 10, 1905. Sister Elizabeth Eversole, aged 68, of Div. 152, Argentine, Kan. Cause of death, sarcoma. Carried one certificate, dated March, 1899, payable to Jacob T. Eversole, husband.

Members will pay their Insurance Secretaries on or before June 30, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to General Secretary and Treasurer not later than July 10, or stand delinquent till remittance is made.

Members in good standing April 30, 1905, forty-nine hundred and fifty-seven in the first class; two thousand and sixty-one in the second class.

Blank notices of transfers have been mailed to every Insurance Secretary. If they were not received, notify the General Secretary and Treasurer.

MRS. GEO. WILSON, Pres. V. R. A.

M. L. ROBERTSON, Gen'l Sec'y and Treas.

● ● Technical ● ●

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Twelfth Annual Convention of the Air Brake Association.

BY R. H. BLACKALL.

The Twelfth Annual Convention of the Air Brake Association was called to order by President Hume, at New Orleans.

After the address of the President the Secretary reported, showing the association to be in a very prosperous condition owing to a large number of members having been taken in during the past year.

The report of the treasurer showed that the financial condition of the association was on a par with the membership, there being almost \$1,100 in the treasury.

The following committees were appointed:

Thanks—Otto Best, Henry Wahlert, W. R. Garrabrant.

Obituary—H. S. Draper, C. B. Conger, Geo. R. Parker.

The following paper was then read by Mr Langan in place of the Chairman, C. H. Larimer, who was not present.

OIL CUPS AND AIR STRAINERS.

This paper called attention to the severe conditions under which an air pump had to operate, and the necessity that something should be done to better the conditions under which it worked was pointed out.

It is now necessary for a pump, in the long train service of today, to frequently work at its maximum capacity for long periods of time. This cannot be done successfully unless the air cylinder, as well as the steam, be given proper lubrication. This can only be done by the introduction of an automatic oil cup.

The necessity of using a means of withholding as much dirt and grit as possible from the air cylinder was pointed out, and experience showed that the present style of strainer was not adequate and that a better form should be supplied.

Where efficient automatic lubrication

of the air cylinder is employed there has resulted a much greater increase in life to piston packing rings and cylinders, doing away with groaning and reducing the heating to a minimum, with a less accumulation of gum among the parts of the engineer's brake valve.

As a necessary adjunct to proper lubrication of the air cylinder of the pump, is the matter of a strainer with sufficient sized openings to allow the free passage of the air. With the type of strainers in present use, the perforations are so small that the free area opening is restricted compared to air cylinder inlets, and, as the strainer becomes clogged, this area is reduced at the expense of the pump. A strainer should have ample area opening, enough so that if half of the perforations are clogged the opening will still be in excess of the inlet area to cylinder. It should be located where the air will be as free from dirt as possible.

One form of strainer that is used to some extent consists of a cylinder filled with curled hair, in addition to the perforated plate. The hair is oiled, and, as the air passes through, the dirt is caught by the oil, allowing the air to pass to the pump pure.

On one road this device was applied to helping engines that were used in tunnel work, and it was found that in four days' time there was a collection of carbon and grit equal to a tablespoonful, showing the necessity for improved strainers.

DISCUSSION.

L. M. Carlton.—Experimented through the winter with curled hair strainer $5\frac{1}{2}$ in. in diameter, and was very much surprised to note the amount of dirt, ashes and filth collected, due to cleaning fires over ash pits. Upon examining the cylinder after five months of service he found it in excellent condition.

T. L. Borton.—Referred to the good results obtained by the use of a hair strainer in shop plants, and thought it the proper thing but did not consider it necessary to put oil on the hair. He also favored the use of the automatic oil cup.

P. J. Langan.—Spoke of strainers filled with wool which, if packed perfectly

tight, still allows the air to pass through freely and thinks wool could be used to good advantage. He believed the question of lubrication most important and thought that proper lubrication increased the life of the pump 50 per cent.

C. B. Conger.—Referred to the fact that compressor people lubricated their machines at the middle of the stroke and believed this to be the proper place.

W. Daly.—Believed that the top of the air cylinder was the proper place to oil as he had found that there was then plenty of oil at the lower end of the cylinder.

O. Best.—Believed in a strainer 6 in. wide and 4 in. deep, but was not in favor of an oil cup as he thought that they did most of their feeding at one time and that they stopped up the ports.

F. B. Farmer.—Thought it preferable to use an oil cup and run the chance of its stopping up, rather than cut the cylinder.

E. G. Desoe.—Was not in favor of the strainer as they are most likely to stop up where they would be of the most service. He thought better results would be obtained by running the suction to the front end of the engine.

H. S. Draper —Has used a strainer for a year with good results; best results were obtained by oiling the hair.

Geo Frederick.—Put a rod oil cup holding about three tablespoonfuls of oil on the middle of an 8-inch pump on a switch engine and found that the oil would last about four days. The plunger had a lift of 1-64 in.

W. R. Garrabrant.—Has experimented recently with the ball and also the spindle type of the Westinghouse Oil Cup and obtained good results.

J. P. Kelly.—Stated that his company had been making oil cups for two years, and believed that automatic oiling was the proper method.

TRAIN PIPE LEAKAGE IN FREIGHT SERVICE; EFFECTS, CAUSES, AND HOW TO REDUCE.

P. J. Langan.

Train-pipe leakage has manifested itself much more since the greater tonnage per train has been in vogue. The transportation speaks of the tonnage, the engineer and the air brake man speak of

the number of cars as each additional car means a greater amount of air for the pump to supply, due to leakage.

The effort to do away with yard blockades tends to increase the amount of train-pipe leakage, as the cars are not always held a sufficient time to remedy this defect.

Railroads make a great mistake in allowing outside firms to inspect their cars as men in the employ of these companies are not always aware of the importance of tight train pipes, proper clamping, etc., and they do not insist on the rigid inspection that a railroad inspector would.

Engineers are sometimes blamed for rough handling of trains for which the train-pipe leakage, instead of the engineer, is to blame. An engineer may make the proper amount of reduction by the air gauge, but the additional amount obtained by the train-pipe leakage is sufficient to cause the slack to act in an objectionable manner, especially when the train is a mixed one of loads and empties.

A case is cited where an engineer shut off one mile before reaching a passing siding when he had a train of 100 cars, and where train-pipe leakage was such that he did not wish to use the brakes owing to the roughness of the response in previous applications of the brake. He was also afraid of stuck brakes in the event of his making a brake application.

The committee also thinks that due to the poor care given the brakes on some roads train-pipe leakage is likely to be excessive after emergency applications due to break-in-twos, on account of the dirt and scale blown on to the emergency valve seat when the train parts.

Heavily loaded trains cannot be controlled safely on heavy grades unless the train-pipe leakage is kept down. The committee state it as their opinion that fifty-car trains cannot be handled successfully on a $1\frac{3}{4}$ per cent grade unless the train-pipe leakage is kept down to four pounds per minute.

Attention is called to the poor pipe and fittings employed, poor pipe work due to the use of poor tools and the large amount of inferior quality of hose used on

account of its cheaper first cost. Many hose are in bad condition, that to the naked eye are in good condition. The importance of testing the hose by soaping the surface is emphasized, and it is claimed that this practice is of the greatest value in keeping down train-pipe leakage, but this only applies to such tests made in moderate weather.

The spongy hose permit air to leak through in warm and moderate weather, and while this is not true in cold weather an equally bad effect is produced. The moisture in the hose freezes and causes the hose to become practically rigid, thus causing a great amount of leakage at the coupling, and in many cases the hose have actually been known to separate on account of the rigidity. Proper hose specifications is believed to be the best preventative for all kinds of leakage for which the hose is responsible.

Leakage between the face of the couplings has several very common and well known causes, that of distorted couplings being probably the most common. The remedy for this is the use of a template in making hose repairs and doing away with the practice of striking the coupling to cause the leak to cease.

Poor and improperly applied packing rings are the next most important cause of leakage.

The amount of slack between the cars when bunched or stretched has also an important bearing on this matter. To reduce trouble from this cause to a minimum the location of the angle cocks should be as near standard as possible.

Some interesting tests were made to show the effect that an increase in train-pipe leakage of one pound will have on the time it takes the pump to raise the pressure ten pounds in accomplishing a recharge.

The pump used charged a main reservoir having a capacity of 2,100 cubic inches, from 0 to 100 pounds in 1 minute and 54 seconds. Coupled into a train of 55 cars it took 5 minutes for the pressure on the engine to reach 40 pounds; 9 minutes to reach 55 pounds; 11 to reach 60 pounds; 13 to reach 65 pounds, and 16 minutes to reach 70 pounds.

A ten pound reduction was then made and the leakage found to be $4\frac{1}{2}$ pounds per minute. When the train-pipe pressure had reached 50 pounds a recharge pressure was made. The train pipe was charged to 70 pounds in $8\frac{1}{2}$ minutes.

The train-pipe pressure was then increased to 9 pounds per minute and it required 12 minutes to recharge from 45 to 65 pounds and 6 minutes to charge from 65 to 70 pounds. This shows that it is not practical to handle trains on a $1\frac{3}{4}$ to 2 per cent. grade where only from 2 to $2\frac{1}{2}$ minutes elapse between the release and application of the brakes.

The leakage that exists clearly demonstrates the necessity for yard testing plants if it is desired to maintain the brakes with the least possible detentions to trains after the engines have been coupled on.

The following methods are suggested to reduce this objectionable leakage:

Use not less than four clamps per car for the train pipe. Use as few ells as possible. Use heavier pipes and fittings. Install yard testing plants and provide a sufficient number of men to do the work. Use more hose and coupling gaskets. Apply pipes and release valves so that they are accessible for tightening and repairs. Eliminate piece work in piping and testing cars. Remove hose when cars are on the rip track for repairs that require the removal of the trucks. Separate hose by hand in the yards. Permit repairs to be made when defects are found.

AIR HOSE.

Robert Burgess.

The following was brought out in this connection:

Rear-end collisions are caused on account of hose failures; the cost of maintenance is large, and this latter point is proven by the following figures that were obtained from one of the leading railroads, the figures submitted covering the cost of maintaining 25,000 cars.

Cost, \$30,000, although this is acknowledged to be high.

27,600 hose were fitted up. Only 19,750 coupling gaskets were purchased. This shows that the supply of gaskets to the

repair men must have been limited. Tracing the effect still further the lack of coupling rings would encourage employees to wedge up the coupling, which in turn would cause a great number of hose to be ruptured when hose are not uncoupled by hand, this at the expense of saving the price of a gasket that costs but 4 cents, list price.

6,500 new hose couplings were purchased, showing that new couplings were applied to 25 per cent of the new hose fitted up. Over 1,200 hose nipples were ordered, showing that when a hose was apart it was customary to throw the nipple end away.

8,700 new hose clamps were ordered, showing that the clamps were invariably thrown away.

Investigation showed that the new hose was stored in a loft, the idea being apparently that heat helped hose instead of destroying it.

The money spent in maintaining the hose represents 5 per cent interest on \$300,000.

DISCUSSION.

The question of air hose and train-pipe leakage, being so nearly allied, it was decided to combine the discussion of the two subjects.

P. J. Langan.—Thought that as a brakeman had been taken off of long trains by many roads, and as the responsibility of handling the long trains devolved upon the engineer, it was very necessary to get the trains into as good condition as possible to procure the best results.

He did not think that 100 brakes could be operated successfully; he thought they should be coupled up in order to have them operative in case of emergency, and in case a hose should burst.

E. G. Desoe.—Asked Mr. Langan why he did not think it practical to operate 100 brakes in a train.

P. J. Langan—It is not practical to make over a 10 or 12-pound reduction in a train of this length, and this amount of reduction will not apply to all of the brakes in such a long train.

I believe, though, that we should keep them coupled up from the standpoint of safety.

He stated that his road had tried some kind of a liquid hose protector with good results.

C. D. Getchell.—Had found a great amount of train-pipe leakage due to stiff hose and his road had reduced this difficulty greatly by lengthening the train pipe.

G. B. Culver.—Was afraid that lengthening the train pipe would tend toward broken train pipes when the couplers passed each other. Mr. Getchell said that they had not experienced any such difficulty.

G. R. Parker.—During the past year we removed 1,200 hose, 50 per cent spongy, 40 per cent bursted and 10 per cent torn off. I believe in the soapuds test all right as the yard is the proper place to locate bad hose; but the question is, if we use the soapuds test will we be able to get the hose for replacements, there being so many condemned.

F. B. Farmer.—I believe the soapuds test a good thing, but would suggest that it be taken up gradually in order to give the general storekeeper a chance to supply hose and not swamp him; start the test first in the shop, then the repair tracks and finally out in the yard, and you will find you won't meet nearly the opposition that you will if you go in too heavy on the start.

STANDARD REQUIREMENTS FOR HIGH-SPEED FOUNDATION BRAKE GEAR FOR PASSENGER SERVICE.

Geo. R. Parker.

This paper presented a very important subject which is of more special importance and interest to the mechanical department and to the air brake inspector. The report was discussed fully and the recommendations of the committee voted upon singly. All were eventually adopted and these recommendations will be presented to the M. C. B. Convention.

These recommendations were as follows:

1. Proportion of truck lever not to exceed 4 to 1 instead of 5 to 1.
2. Length of slot in the strut of metallic brake beams to be of sufficient length to permit of desired movement of lever.

3. Total leverage not to exceed 9 to 1.
4. Ample provision for taking up slack on four and six-wheel trucks.
5. With new shoes and tires, as in the case of a new car, and all slack let out, that rods will be of such length as will give between 6" and 7" piston travel and cause all levers to stand correctly with brake fully applied.

INTERSTATE COMMERCE COMMISSION.

Mr. Moseley, Secretary of the Interstate Commerce Commission, was unable to be present, but was represented by Mr. W. P. Borland, who gave a pleasing and instructive talk to the members of the association.

He conveyed an idea of the work the Commission and its corps of inspectors were trying to do, and asked the aid of the members in bringing about a condition of brakes that would result in the greatest good to all. He stated that for an inspector to secure a position with the Commission, it was necessary for him to be thoroughly in touch with the rules and recommendations of the Air Brake Association. The last inspector they had appointed was a member of the association and they expected to draw from their members from time to time.

It is their aim to have brakes in such a condition that it will not be necessary for the crew to have to go on deck, but that the brakes will be in such shape that the engineer will feel and know that he has a reliable power with which to control the train.

He called attention to the fact that there was less confidence in themselves and the brakes on the part of the engineers in the East, due to the greater number of defects found on the cars of the Eastern roads. "To what is this lack of confidence due? Leaky train pipes, improper piston travel, dirty and inoperative triple valves, or air pumps that are not of sufficient capacity to furnish air for the number of brakes used, and as stated by the Commission in its last annual report, failure of the roads to properly educate their employees in the use of air brakes."

Twelve thousand fewer cars were in-

spected in 1904 than in 1903, but 3,000 more cars were found on which the cylinders and triple valves had not been cleaned. The number of defects found were greater, but a part of this is due to the closer inspection to which the brakes have been subjected.

He thinks that the railroads do not keep a sufficient repair force to keep up the running repairs, but is of the opinion that they will do better in the matter of keeping safety appliances in proper condition since the recent decisions in the Johnson case and that of the United States vs. the Southern Railway Co., in both of which cases the law was clearly defined and construed and the contentions of the government fully sustained.

Many of the important roads, such as the Southern, Pennsylvania and N. Y. C., have issued notices that they will not receive cars unless their equipment complies with the safety appliance laws.

BEST BRAKE DESIGN TO ACCOMPLISH HARMONIOUS ACTION OF AIR AND HAND BRAKES ON PASSENGER AND FREIGHT CARS.

L. M. Carlton.

The practice of today, in general, consists in having the air and hand brakes work together in freight service, but the opposite is true in passenger service. There are many brakes in both kinds of service in which the hand brake on one end may work with the air, while on the other end it may work opposite.

The following are some of the main objections to having the two brakes not working in harmony:

1. Injury to trainmen likely to result if he is setting the hand brake when the air is used.
2. With two or three notches, or more, taken up on the hand brake the piston travel is shortened, thus causing a higher equalization of pressure. This increases the liability of wheel sliding, and if the stop on the hand brake rod is pulled away from its seat there is a chance for the chain to be broken.
3. With hand brakes applied first the piston in the brake cylinder will not pass the leakage groove when the air is applied

and the air will blow to the atmosphere and be wasted without any return.

4. If train is stopped by air it is necessary to release the brake before applying the hand brake; otherwise the leakage of air will release the hand brake. This is productive of unnecessary accidents.

The following are some of the reasons why the air and hand brakes should be designed to operate together:

1. Air and hand brakes can be used at the same time without liability of harm to the brakeman.

2. The use of the hand brake will not shorten the piston travel.

3. Where cars stopped on grade the hand brake can be applied immediately without first bleeding off the air.

DISCUSSION

The discussion resulted in the following recommendations:

That the hand and air brakes be so arranged that they work in harmony with each other.

That when using the automatic slack adjuster, it be so arranged in the rigging that it would take up the slack in the hand brake at the same time it did in the air brake.

That the hand brake be so designed as to give the same braking power on each truck instead of having more on one than the other as is often the case.

That the hand brake connection to the brake staff be so arranged that it will not foul when being wound up.

CONDUCTOR'S VALVE.

One of the questions discussed under the head of topical discussion was the removal of the cord connected with the conductor's valve by some railroads.

This was not considered good practice by the members and it was recommended that a cord should be used, but that where this was found to be impracticable, a conductor's valve should be placed at either end of the car.

MAXIMUM BRAKE FORCE AS REGARDS FOUNDATION BRAKE FOR PASSENGER AND FREIGHT CARS.

F. M. Nellis.

This paper sets forth a scheme which suggests the idea of braking the vehicles of a train, not to a certain per cent of the light

weight, but so that there will be a certain protecting weight per axle, regardless of the percentage of braking power that may result. It is shown that this is not a case of theorizing as this practice has been followed on several trains for a period of two years with very gratifying results.

In conceiving and developing this method it was believed that in a passenger train of mixed cars, both light and heavy, the heavier cars carrying a larger amount of unbraked weight, would thrust their burden of unbraked weight, during the brake application, onto the unprotected and lighter cars carrying less unbraked weight, causing the wheels on the lighter cars to slide and flatten.

In this scheme the braking power on the car is based on a cylinder pressure of 50 pounds, instead of the usual 60 pounds, which is obtained with the emergency application of the brake. This is done because practically the same cylinder pressure results with both the small and the large cylinders in a service application, while in an emergency application, the pressure in the large cylinder is somewhat less. This being true the percentage of braking power on the car with the large cylinder, while figured to be 90 per cent, is actually less than this, while on the car with the small cylinder the braking power actually developed is the same as was intended.

In the new plan the emergency application is given a secondary consideration.

To show that the move made is in the right direction it is pointed out that the trouble in the past, that of wheel sliding, has been confined almost entirely to the light cars. The reason for this is as follows:

Designing the braking power to be 90 per cent of the light weight of the car gives a different protecting weight as shown by the following.

Take two cars, one weighing 100,000 and the other 50,000 pounds.

Braked at 90 per cent of their weight the heavy car would have a braking power of 90,000 pounds, while the braking power on the lighter car would be but 45,000 pounds. It will thus be seen that the

weight that protects the wheels on the light car is but 5,000 pounds, while the heavy car has 10,000 pounds to protect the wheels.

Two years ago a train of passenger cars was equipped based upon the foregoing scheme. The weight of the cars ranged from 46,000 to 103,000 pounds, and the size of the different cylinders varied from 10 to 16 inches in diameter. The braking power was designed for a cylinder pressure of 50 pounds and a protecting weight of 1,500 pounds per axle was allowed, regardless of the weight of the car.

This scheme is also productive of good results when considering the ordinary service application of the brake since the calculations for braking power, being based on a cylinder pressure of 50 pounds, a greater braking power is developed for a given train-pipe reduction. The gain in the percentage of braking power that results in the new scheme, when making a 10-pound service reduction, approximates 26 per cent, this with the car weighing 103,000 pounds. In a full service application this car is braked at 87 per cent of its light weight; the braking power in an emergency application is 109 per cent, as compared with the usual 90 per cent which it is estimated will be obtained but which, as a matter of fact, is not. With this car in a high-speed train the maximum percentage of braking power, with an emergency application of the brake, is approximately 150 per cent, this being gradually reduced by the high-speed reducing valve to about 90 per cent.

It has been suggested that the braking power be increased by raising the train-pipe pressure; also by lowering the train-pipe pressure and raising the total leverage. The committee does not think well of either of these schemes. The first gives no more power without a correspondingly heavy reduction of train-pipe pressure, while the latter would result in very coarse graduations in the braking power in service applications of the brake, due to an equalization being obtained between the auxiliary reservoir and the brake cylinder, with a less reduction of pressure in the train pipe than is the case where a

train-pipe pressure of 70 pounds is used.

Owing to the freight cars running at slower speeds, which results in the coefficient of friction being higher, it was deemed advisable to omit the consideration of the proper braking power of freight cars from this paper and have this treated as a separate subject.

DISCUSSION.

F. M. Nellis.—Thinks that while good results have been obtained, he would not like to have the Association go on record as recommending this method of designing the braking power. He thinks it is worthy of a wider and more general trial in more varied sections of the country. He says there is no doubt but that the capacity of the 16-inch cylinder will be exceeded if a total leverage of 9 to 1 is not exceeded; this will mean the use of a larger cylinder or the use of a separate cylinder for each truck.

With the exception of J. P. Kelly this method of braking the cars met with general approval. Mr. Kelly was not convinced that this was the best thing.

Mr. Conger.—Wanted to go on record as believing that this was "the truth and nothing but the truth."

The Executive Committee voted that, hereafter, each member would receive but one copy of the proceedings; this will be leather-bound.

That no member will receive a copy who is in arrears with dues for two years; when in arrears for four years he will be dropped from the list of membership.

That members who have lost their badges will be supplied with same at a cost to the member of \$1.25.

That corrected remarks must be returned to the secretary within 15 days, or the original copy will be used in the proceedings.

The following were elected to hold office for the ensuing year:

L. M. Carlton, President; W. P. Carrabrant, 1st Vice President; G. R. Parker, 2d Vice President; P. J. Langan, 3d Vice President; F. M. Nellis, Secretary; Otto Best, Treasurer; W. E. Hunter, Executive Committee.

The meeting was entirely successful

and all agreed that their trip to New Orleans was one of the pleasantest, and their stay there one of the most gratifying of the many pleasant conventions that this association has held.

QUESTIONS AND ANSWERS.

Q.—S. M.—There seems to be considerable objection raised to oiling the pump through the strainer. What special harm does this do as long as the pump gets the oil? I have always found when there is any trouble with the valves sticking that the trouble is with the discharge valves and not with the receiving valves.

A.—It is true, as you say, that the trouble with sticking air valves is with the discharge valves. The usual cause of these valves sticking is that the oil burns and clogs the passages about the valves. The cause of the oil burning is that an improper oil is used. Valve instead of engine oil should be used, and it is the latter that is most frequently used when an engineer oils through the strainer.

When a pump is given lubrication it should be in small quantities, and not in "doses" as is the case when oiling through the air strainer.

Another bad feature of oiling through the strainer is that the chambers from the strainer to the receiving valves are kept moist thus tending to catch all the particles of dirt, or at least a great deal of the dirt, with the result that the strainer is partially closed and the air has not free access to the air cylinder. This practice finally results in a filthy condition that causes the receiving valves to leak, thus reducing the efficiency of the pump.

Q.—W. M. N.—Can you tell me how high the pressure in the brake cylinder gets when service application of the brakes is made if a train is equipped with the high-speed reducing valves and a train-line pressure of 110 pounds is carried? Does the reducing valve keep the pressure down to 60 pounds or does it run up higher than this?

A.—If the piston travel approximates the customary eight inches, and the brake-pipe pressure is 70 pounds, the pressure in the brake cylinder and auxiliary reservoir will equalize at about 50 pounds. With a

train-pipe pressure of 110 pounds an equalization will take place finally at about 79 pounds if there is no high-speed reducing valve, and a continued service reduction is made. With a reducing valve a discharge of brake cylinder pressure to the atmosphere takes place as soon as the brake cylinder pressure is a little over 60 pounds. If the brake-valve handle is allowed to remain in service position the brake cylinder pressure will run up somewhat temporarily and then bleed down to 60 pounds, at which time the reducing valves will close and the balance of the pressure will have to escape to the atmosphere in the usual way. In practice the brake valve handle is placed in service position but a few seconds. So operated, as in practice, the pressure may reach 85 pounds, but this is quickly reduced to 60 pounds when the brake valve handle is returned to lap position.

With the usual handling of the brake valve it is not necessary that the reducing valve should be called upon to reduce the cylinder pressure since a brake pipe reduction of fifteen to twenty pounds stops the train without obtaining a cylinder pressure in excess of 60 pounds, that for which the reducing valve is adjusted.

Q.—T. G. H.—I pulled a train one day last winter and the inspectors found some flat wheels on two cars when we pulled into the yard. We made some tests to see if the triples worked all right on these cars. As far as we could see they were all right and they took them off and tested them in the shop and they found them O. K. there. They also released all right on the train by putting the brake valve in running position, so they didn't blame the slid wheels on me and, in fact, they didn't know what was the cause nor I didn't either. The crew didn't notice they were sliding as it was early in the morning and the sliding probably took place before daylight. Can you give any cause for this if the triples were in good shape?

A.—On the road where the writer was employed we practically never had any trouble with flat wheels except on one division, and we had some difficulty in lo-

cating the cause. This was finally located and no further trouble resulted after the superintendent issued instructions for the train crew to always examine the wheels just after or rather while passing a certain point. This was a trestle which was over some quicksand, and there was an order to cross this trestle at a speed not to exceed four miles per hour. The engineers tried to live up to the rule. They tried to release when the train was rounding a sharp curve just before reaching the trestle but often found that, due to poor retaining valves, the speed would pick up too much before reaching the bridge. This necessitated another brake pipe reduction when the speed of the train was moving very slowly and before the cylinder pressure had reduced to 15 pounds on the cars with good retaining valves. The high cylinder pressure on the cars with the good retainers would occasionally cause the wheels to pick up, but this only took place with a bad rail, and especially on a frosty morning. It may be that a similar condition exists on some part of the road on which you are employed. In a case like this the entire elimination of wheel sliding is hardly possible without vigilance on the part of the crew.

Q.—H. K.—Our air brake inspectors are beginning to use a new scheme for picking out poor brakes. We have heavy grades and the brakes are tested before we start down the hill. Sometimes the inspector at the top of the grade says that a certain number of the brakes, all of them in some cases, are working all right. At the bottom of the hill the inspectors say that there are four or five brakes which are no good, when we know they were working at the top of the grade. They say they are not in good condition because the wheels are warm or hot on the good brakes and cold on the others. I can see why this would be so if the retaining valves did not hold on these cars, but don't think the wheels would be cold just because the retaining valves did not make the brakes do their share of the work. This seems so to me because from what I can see the retainers, as a rule, are not in very good shape any way. Can you

throw any light on any other cause that would account for the wheels being cold?

A.—The test to which you refer is known as the thermal or heat test and is very valuable for the reason that you give, namely, that it picks out poor brakes which, under the ordinary test, are apparently all right.

When an engine couples to a train it takes some time to compress the necessary air to charge all the auxiliary reservoirs. This may require ten minutes and many of the triple valves, if they had no feed grooves at all, would charge the auxiliary reservoirs with the leakage by the packing rings of the piston. This is what takes place on a triple valve in which the feed groove is filled with dirt. If the charging takes place with the feed groove closed the brake will apply properly when the test is made at the top of the hill.

The condition is entirely different when the train is being handled on the grade. At this time the interval during which a recharge is accomplished is but short at best, when the grade is steep. This being true the auxiliaries will not become recharged on the cars with triples having closed feed grooves and the proper response will not ensue following a reduction of brake pipe pressure. As a result the brakes on these cars do not perform their share of work, with the result that the wheels are cool when the train reaches the foot of the grade. If the brakes operate at the top of the grade and the wheels are cool at the foot, the triple should be examined to insure a proper condition of the feed port.

Q.—G. W.—Our air brake instructor told the class the other day that we never ought to make a release of the brakes when the train-pipe exhaust was still open, after a reduction had been started but not completed. I guess we got off the track, or got him off, for he didn't explain why it wasn't a good thing to do. Will you tell us why it is not a good practice?

A.—There are reasons why the best results will not be obtained if this practice is followed.

It is generally conceded that it is not good practice to make a release on a long

air train after making a five-pound reduction, if conditions are such that it is practical to make a further reduction. If a long train is brought to a standstill with a light reduction a more prompt and sure release will result if a total reduction of fifteen pounds is made. This gives a greater excess with which to accomplish a release and the wave of increased pressure will be more positive under these conditions. Supposing the fifteen pound reduction had been started but that pressure was still issuing at the exhaust port of the brake valve, at which time the brake valve was placed in release position. The wave of increased pressure starting back through the train would encounter a higher pressure as it traveled back than it encountered at the head end, thus tending to reduce the suddenness of the effect, with the result that the release would not be as prompt.

If on a train of twelve or fourteen passenger cars, as on a milk train, a release is made at a speed of eight or ten miles per hour, and this done when air is issuing from the train-pipe exhaust, a decided jerk is likely to result and the train may be jerked in two. Under these conditions it often happens that the rear brakes are applying harder just at the time that the front brakes are released. It is not necessary to state what will be the effect if these conditions exist, for this is one of the things we always try to avoid as we know what must happen if they are allowed to be present in a train.

As your instructor stated, it is always a good point not to start a release while the brake-pipe exhaust is still open.

Electricity—Motors.

BY ELWOOD A. GRISSINGER, E. E.

In the previous papers, it has been the aim to explain the dynamo, how a current was generated by it and the care such apparatus should receive. We now begin the study of the electric motor. In the dynamo, energy in the form of mechanical power is converted into electric energy. In the motor is found the converse of that proposition. As a matter of fact,

any dynamo that will generate a current can, by suitable arrangements, be made a motor. This is true, no matter whether the dynamo be capable of furnishing a direct or an alternating current.

The north pole of any magnet will attract the south pole of any other magnet. If one magnet be fixed and the other free to move, the latter will be moved toward the former in proportion to their relative strengths and the distance they may be from one another. The tendency will be to set themselves in such a way that their respective lines of force will join one another and move in the same direction. What happens, therefore, in an electric motor is, that there are a number of magnets on the armature whose lines of force, endeavoring to work into and in the same direction as the magnetic field, turn the armature about upon its axis.

If the simplest form of dynamo, illustrated in a previous paper, is recalled, it will be remembered that it consisted of two field poles, a single coil of wire fastened to a two-part commutator. If a current of electricity were sent through such a coil, the passage of the current through the wire would produce lines of force circulating about it, and would make of that coil a form of magnet. There being already lines of force passing through the coil from the north pole to the south pole of the magnetic field, those lines of the coil would endeavor to set themselves along the other lines; and if the coil were free to move about an axis, it would move until those lines coincided and acted in the same direction. A part of a revolution is therefore made. If now, by means of the commutator, the current in the coil is reversed, the direction of its lines will be reversed, and it will move again into a new position. This movement would continue as long as current was supplied. In the regular motor, the number of coils are multiplied just the same as in the dynamo. What really makes a motor go is the attraction of one magnet for another; the fixed magnets of the motor field constituting one magnet and the ever-changing magnets on the armature forming the others. The function

of the field magnets on a motor is the same as on a dynamo; that is, they form the magnetic field. The commutator receives current through the brushes from the source of supply, and automatically changes the direction of the current in the armature coils. The armature of a motor is of the same type as a generator—rotates on an axis and carries the movable conductors. A motor and generator will look alike, and weigh about the same for equal output, but when running there will be some difference between the strengths of armature field and fixed field. The elements of design are the same all the way through. In the design of a dynamo, the first point to be attained is uniform voltage; in the motor, uniform speed, when receiving a current at a uniform pressure. Both are analogous.

There are as many forms of motors as there are dynamos. In the issue of this JOURNAL for April, drawings were presented outlining the windings of different forms of dynamos. Those drawings will suffice to illustrate the different styles of motors. First, we will consider the shunt-wound motor, the armature and field of which can be seen in Fig. 4 of the April number of the JOURNAL.

The shunt motor is so called because its field circuit is in shunt relation to the main circuit, from which the motor derives its supply. The shunt winding on the fields consists of a large number of turns of fine wire. It may or may not have a field rheostat in series with it. Usually, on motors of ten horse-power capacity or under, no field rheostat is used, but motors of larger size should be so equipped. The function of a field rheostat in such a motor is to regulate the speed; as with the dynamo, inserting a resistance in the field circuit will weaken the field. When the field of a motor is weakened from any cause whatever, the armature will rotate faster, irrespective of the load. Therefore, by using the rheostat the speed of the motor can be changed by hand regulation. Any variation in the voltage applied to a motor will produce a corresponding variation in the speed of same. This variation of speed is

almost directly proportional to the variation of voltage; *i. e.*, if the voltage varies up or down 10 per cent, the speed of the motor will change through about the same range.

Shunt motors are used for all general power purposes, such as are found in machine shops and other industrial establishments where may be found general manufacturing. They are always used where uniform speed is required. The latter feature is very important, and is possessed by the shunt motor in distinction to all other forms of direct-current motors made. Throughout the range of load of such a motor, the variation in speed from no load to full load should not exceed a few per cent of normal speed. Such a motor is safe to handle and easily controlled. It will run just as well at no load as at full load, and whatever may be the load upon it, the power taken from the supply circuit is only that necessary to do the work at the pulley plus the internal losses in the machine. The reason the motor runs at nearly uniform speed is because its field is excited independent of the armature current. If the pressure of supply is constant the field current will be constant, and hence the strength of field magnetism will remain nearly constant. Any difference of same will be due to the demagnetizing effect of the armature magnetism upon that of the field. In well-designed motors, the field is so proportioned as to overpower the armature reaction, reducing speed variation to a minimum.

Motors should have the same care as dynamos. They should be installed with the same precaution. To start a shunt motor, it is necessary to know that the voltage of the circuit to supply the motor is of the proper dimension. It is not pleasant to try to run a 110-volt motor on a 500-volt circuit. The wiring to the motor should lead first to a two-pole switch which is equipped with fuses. From the switch the wires should run to the shunt-field winding first. A second set should run to the armature, one lead going direct to a brush and the other passing through the starting device, thence to the other

brush on the armature. The starting device is known as an automatic starting and stopping rheostat. This is built very similar to a field rheostat, but having less resistance and able to carry more current. This device is made of iron, the resistance consisting of iron wire in some cases and german silver in others. The wire is made up in spirals and connected together through buttons on top of the box. Over these buttons a blade is made to pass by means of a handle. When the handle is at the off position no current can flow through it, and hence none can get into the armature. When the apparatus is set up and wired in, see that the starting device is at the off position. If it is, throw in the switch. If the wiring is correct the motor fields will now be excited, and can be tested by approaching them closely with a piece of iron or steel. If the field is there, it is safe to put current into the armature. This is done by turning the handle of the starting device so that the blade covers the first button, and then as the motor starts and gets speeding up, pass successively and gradually over the remaining buttons until all are cut out, when the motor will at once acquire running speed and is ready for business. To stop the same, pull the switch quickly. To reverse the direction of rotation of a motor, change the armature connections from one side to the other, or do the same thing with the terminals of the field windings. Of course, in doing such, it is necessary to throw the current off. The starting device should be kept clean. It corresponds to the throttle on a steam engine, and is equally important. A motor cannot be started unless a resistance is temporarily placed in series with the armature circuit.

Another form of motor, less in use, corresponds to Fig. 3 in the April issue of the JOURNAL. It is known as the compound-wound motor, by virtue of having a shunt and series winding on the fields. In this motor the speed will drop off as the load increases, provided the series and shunt fields are working in the same direction. If they are working in the opposite directions—differently—the motor would in-

crease in speed as the load increased. The speed drops in the first case because the main current passing through the series field makes it stronger, hence slower speed. In the second case, the main current again passes through the series coils, but in an opposite direction to the shunt, and, therefore, the field will be weakened in proportion to the load and the armature will speed up accordingly. A field rheostat can also be used in a motor of this type, and a starting device is a necessity. Wiring and connecting in should be arranged the same as with the shunt motor. Compound-wound motors have a narrow field of service. Their present use is almost limited to elevator service, although there was a time when the same were advocated for street car service.

We come now to a consideration of the third class of motors, known as a series motor, and shown in Fig. 2 of the April issue of the JOURNAL. This is the most interesting, perhaps, because it is the type in use almost exclusively on all electric cars in existence, and for many other classes of service. As in the dynamo, all current passing through the armature passes through the field windings. The field strength, therefore, will vary with the amount of current flowing through the armature, which latter depends upon the amount of work the motor is doing. With every change of current there will be a change of speed, and such change will, therefore, extend over a very wide range.

We have all been on a street car and noted how much slower it ran when overloaded. A shunt motor would have drawn the car at almost uniform speed. The question is asked, perhaps, why use the series motor? It has other advantages which are paramount. Chief among them is its starting torque, or starting effort. It is capable of developing much more power at the start than the shunt motor; will do it with less fuss; is less liable to get out of order, and will attain running speed quicker. With a series motor a starting device is also employed, and this starting device is at once a combination of starting rheostat and field

rheostat, for the reason that the current which passes through the armature also passes through the rheostat and the field.

The series motor for street car service is an inclosed motor, and water-tight. The speed of the armature is too high to make it a part of a car axle, so it is necessary to reduce the speed through the medium of gearing. Upon the end of the armature shaft a pinion is mounted which plays into a split steel gear fastened upon the car axle. Both gears are best-cut gears, and are also inclosed in a cast steel case, which is water-tight. This gear case must always contain enough heavy grease so that the larger gear wheel revolves in it and keeps the teeth thoroughly lubricated, thereby minimizing wear and noise. Rawhide pinions are used to some extent. It is an open question which is the better. All motors now used are of the single reduction type, four-pole field. Other types had two poles, and a double reduction, necessitating two sets of gears.

The street car motor is suspended from the truck of the car, and has one side of the frame fitted with bearings in which an axle of the truck revolves. The other side of the frame may or may not have a projection, or nose, which has a coil steel spring above and below it. These springs rest upon an angle iron extending across the truck. Such suspension is called a *nose suspension*—the springs permitting a limited movement up or down when starting or stopping the motor, and also giving some protection to the motor when the car passes over rough track. If the nose suspension is not used, it will probably be the cradle suspension, in which case parallel bars support the motor from each end, running at right angles to the shaft, these bars resting at each end upon springs, which latter rest upon the truck proper.

Ordinarily, a street car equipment consists of the following apparatus: Two motors of equal size, two gears, two pinions, two controllers (one for each end of the car), one diverter (rheostat or resistance box), one lightning arrester, one choke coil, two canopy switches, one fuse

box, one trolley hose containing wires which are to connect the controllers, motors and resistance box, car lighting circuits with snap switches.

Two controllers are used, because it has been found by experience that a single controller to be operated from either end of the car was not practical. A controller is of as much importance as the motors. It corresponds to the steam engine throttle—is a starting device. Controllers are of different design, depending upon whether they are to operate one or more motors, and what capacity. Controllers in use in two-motor equipments are of the series-multiple type, which permit of the motor starting in series with one another and the rheostat, and gradually increasing in speed and power until they are in multiple with each other and with the line—all resistance in the rheostat having been cut out.

The controller, in general, consists of a rectangular metal case, three feet or more in height, eighteen inches in width and about eight inches in depth. The front of the case can always be removed. Within the case is mounted vertically a cylinder, the shaft of which rests in a conical bearing in the bottom, and, projecting through the case, terminates at the top in a short, heavy brass handle. Upon this cylinder are mounted copper segments, carefully insulated from one another, and so placed that when the cylinder is turned a portion of a revolution some one or more segments will make contact with fingers on opposite sides, thereby permitting some current to flow through a path temporarily provided. The function of the cylinder and fingers is virtually that of a large number of switches. There are usually seven different positions for the controller, and hence the cylinder. This enables the car to be started gradually. A smaller number of notches would cause the car to jerk unpleasantly. In stopping a car, the controller must pass back over the same course. In early forms of the device, vicious sparking ensued at the contacts and caused much trouble. Then it was discovered that an electric arc could not maintain itself in a magnetic

field. Subsequently, the magnetic blow-out principle was incorporated in controllers, and a great source of trouble removed.

Breakdowns.

J. W. READING.

When a locomotive from any cause quits doing business, the first and most important duty for the engineer is to try and prevent getting "rattled." The man that can "keep his head" makes far the best showing. To the young engineer and even to some of the older ones possessing a highly strung nervous temperament a breakdown is a trying position, particularly if in passenger service or at some point along the line where it does not take long for an audience to congregate.

The engineer on these occasions will begin to wonder if there are any mechanical experts watching his movements, and the more he thinks about it the more he becomes unfitted for the work incumbent upon him. If, about "this stage of the game," some outsider ventures a suggestion it's "dollars to doughnuts" the offer will be rejected and language may be used not noted for its elegance.

The letter from Brother "Con. Troller" in the March number describing the mistakes of an engineer leads me to believe that he simply got "rattled" and would undoubtedly have done better if his audience had remained inside the coaches.

While young in service as a locomotive engineer I had some experience of the kind referred to which I will relate.

The train was a passenger, the time about noon one hot day in June, the engine stripped follower bolt in right piston head which resulted in the breaking of the cylinder head and cylinder, bending piston rod and partly shearing bolts in both ends of the main rod.

Before I could get the necessary tools and begin work the train crew and male passengers began to congregate around the damaged cylinder, effectually shutting out any air that might be in circulation. I had hard work trying to start rod bolts and the disconnecting was considerably delayed in consequence. No

one offered to show me just how easy they could get those bolts out, but my ears were more or less sensitive to considerable comment. I finally got hot mentally as well as physically and swear words began to escape in profusion. A very impolite request was made to the spectators to move back and give me a chance to breathe, as I wanted to live long enough to get those bolts out. Had some one attempted to "butt in" about that time there would undoubtedly have been an explosion.

After getting to terminal, the conductor came up to the engine and handed me a "tract" entitled, "A kind word to Swearers." Conductor said that a passenger who looked like a preacher gave it to him to hand to me. I said to my conductor, "Why did this man not present the tract himself?" Conductor said the man's excuse was that he did not have time.

Thirty years have elapsed since the incident related, and I still retain the "tract" as a memento of that occasion.

Not long since I had some experience on the audience side of the question and it was a case very much like the one described by Brother "Con. Troller." I was riding on a passenger train when we quite suddenly made a "rural" stop. I did not leave my seat to investigate cause of delay, the sound of the exhaust told me as plain as words what had occurred when engine started train again. We moved along a few miles further when "rural" stop number two was made and my curiosity got the better of my judgment to an extent that prompted me to go forward and help make a wind-break, as quite a goodly sized audience was already upon the scene. The day was a hot one and the time about noon and like Brother "Con." we were hungry and getting close to our dinner that we could almost smell it.

When I reached the engine I found the enginemen trying to reset a slipped eccentric. I did not like their manner of procedure. I was convinced at once that they were not adepts in the manner of eccentric setting, and I finally lost my self-control to an extent that prompted

me to ask the engineer if I might be allowed to make a suggestion. I was not so diplomatic, however, as Brother "Con." tells us he was, I did not present my card first and possibly there was where I put my "foot in it." I got the "turkey down the bottle look." I was sat upon so hard it took away my breath. I can feel the jar yet. The answer I received was very brief and right to the point. It was this: "I have been running a locomotive for twenty-three years and know my business." Of course I made a "sneak" and wondered if I should ask some one to kick me.

There are numerous books on locomotive running and management and the most of those that I have read give the same old rule in the same old way, namely, "Place engine on head center," or "preferably the forward center of disabled side; put reverse lever in back motion; make a mark on valve stem close to stuffing box, then place lever in forward motion and move eccentric around on driving shaft until the mark on valve stem gets back to the place it started." When this plan is followed with an indirect motion engine—and far the largest majority of locomotives in service in America are of the indirect motion pattern—it brings the eccentric to a position pointing skyward, or on top of driving axle; of course, I am referring to a slipped go-ahead eccentric. If the eccentric is free on the axle it is a difficult matter to move it to a position where it must go, if engine is placed on forward center; the heavier the eccentric rods and straps the more difficult is the adjustment.

Every writer who has advised the placing of an indirect motion engine on forward center to set a go-ahead eccentric has been in error. The eccentric of an indirect motion locomotive follows the crank pin one fourth of a turn, less the advance of the eccentric to overcome the outside lap and lead. When the crank pin is on back center the eccentric, without consideration for lap and lead, will point directly to the earth; when in this position the valve is in the center of its

travel and eccentric at a right angle to the main pin. In this position if an engineer knows the amount of outside lap and lead he can make a mark on valve stem the required distance away from stuffing box and then move eccentric toward crank pin enough to bring mark flush with face of stuffing box. For illustration we will suppose a case where the engine goes suddenly lame and quits business. Engineer looks for cause and finds right go-ahead eccentric loose on axle and cam pointing down while crank pin is on forward center. Which would be the common-sense remedy? Try to get eccentric to top of axle or move engine back until main pin was on back center, thereby turning axle nearly to position desired inside eccentric. Engines can be moved backward with a loose go-ahead eccentric. In this case the engineer immediately moves his engine to back center, notes if cam of eccentric points straight down, makes a mark $\frac{1}{8}$ of an inch from stuffing box, $\frac{3}{4}$ of an inch is allowed for outside lap and $\frac{1}{8}$ for lead. Fireman is requested to move the eccentric towards crank pin, or ash-pan, if you please, until valve has traveled ahead far enough to bring mark flush with stuffing box.

Supposing this engineer does not know the amount of outside lap and lead, with lubricator open on that side, or by a slight opening of the throttle he will have eccentric moved as stated until steam shows through the back cylinder cock. If it should happen to be one of the back-up eccentrics, engine is moved ahead to forward center, which position brings back-up eccentric pointing to the earth. Eccentric in this case must be moved toward the links to bring it nearer to the pin enough to overcome lap and lead, valve in this case is moved back to slightly uncover forward steam port.

Where eccentrics have been keyed and key lost, the key seat in driving axle and eccentric will designate, without further effort, the proper location of eccentric, but little moving of same will be necessary if engine is placed right.

In the case heretofore mentioned of my experience as a looker-on, the first thing

I looked for when I reached the engine was to see what eccentric had slipped and at once noted position of crank pin on that side. It was not where I would have wanted it. Fireman was trying to move eccentric toward top of axle and was seemingly up against a hard proposition, and the suggestion I wanted to make to that engineer was to move his engine back far enough to bring crank pin on back center when the rest would be easy.

With the present mode of keying eccentrics to shaft, a slipped eccentric is not nearly so common as in "ye olden time," yet they get away occasionally and it is well that enginemen should be posted as to best methods of getting out of the trouble.

I wish to say a few words to the two Brothers who have taken issue with me regarding the "Model Engineer." In those articles, while advocating loyalty and good service to the employing company, I endeavored all the way through to show that it was no small part of an engineer's duty to prevent as far as possible bringing upon himself the extra and disagreeable labors which are a necessity when engine failures occur, saying nothing of the long hours on duty, or some charge brought against his ability by parties in authority who know but little about an engineer's duties.

I cannot believe it possible that a man called in the night only one hour before his leaving time, can do what Brother Stewart has designated and do it right; everything must go with a rush, even the food, and this food rush is responsible for more evils than anything else on earth, unless perhaps it might be the quality and quantity of the provender.

I should insist on being called earlier by at least one-half hour, unless I was fortunate enough to work for a company who furnished hostlers for taking out as well as putting away the locomotive.

I have in almost every issue of the JOURNAL read complaints of long hours on duty, and it is a fact that on our single track railways the men in low class, heavy freight service see more sidetrack delays as time and business advances.

High class freight service was not described nor intended in the articles which depicted a model engineer in "heavy freight service." I have no use, nor ever had, for the man who is always monkeying around his engine. It is a good thing to "leave well enough alone." I cannot agree with Brother Stewart that articles on lines given can injure our cause; intelligent officials will approve of it.

Effect of Counterbalance.

BELLEVUE, O., May 1, 1905.

EDITOR JOURNAL: The opinion prevails among those who have received a theoretical education in railway mechanics, that locomotive engineers have little knowledge of the finest points of the working of the locomotive, and are simply "runners" or "drivers," as they have it in England, and yet with all their superior opportunities for education these collegians often pin their faith to theories regarding the operation of the locomotive that are, to say the least, impracticable. The naturalist studies the habits of animals in their native haunts, and in doing so sacrifices convenience for fact. The mechanical investigator studies the locomotive in his native haunt, and in doing so sacrifices fact for convenience.

There are some things we are asked to believe that appeal to our reason, but when they tell us that at 59 miles an hour or over our driving wheels are raised from the rail by the centrifugal force of counterweights, they are simply proving a lack of close acquaintance with that contrary machine which so persistently refuses to perform in the manner claimed by some of our technical educators.

Several years ago one of the leading universities installed what is known as a locomotive testing plant, for the purpose of demonstrating in a practical way the operation of the locomotive. Much good information no doubt was imparted to the students in this way, but when the question of counterbalance was considered, a mistake was evidently made, for a locomotive held stationary and

worked on rollers, insofar as the counterbalance is concerned, is very different from the one we ride on over the road.

This test proved that when the wheels revolved at a velocity equal to 60 miles an hour the driving wheels raised from the rollers, and we are asked by those who are regarded as authorities, to accept that claim as a mechanical truth, and that the driving wheels of our locomotives raise from the rail once during each revolution as the result of the centrifugal force of the counterweight. Does it not seem strange that if such is the case we should need to be told of it, and is it not still more wonderful that anyone can believe such a thing takes place after giving the matter any thought? Just consider for a moment what it means to have the driving wheels leave the rail once during each revolution. It is supposed to occur when the counterweight is up, and as those of the left side follow those of the right side one quarter revolution, the effect of both, as we are asked to believe it, would furnish a nerve racking experience indeed for the men who ride the engine. We certainly have our share of troubles in the railroad service, riding flat wheels and pounding boxes, and we are made of pretty tough material or we could not stand it all as long as we do. We have our Wild Irishman, our Flying Dutchman and other freak types of runners. We have even here and there a cowboy engineer, but the broncho locomotive, such as they have been experimenting with in some of our institutions of learning, is a refinement of locomotive development that as yet has not appeared upon the stage of practical railroading.

There is no doubt that any of our locomotives in service today will, when held stationary and working on rollers, lift her driving wheels from the rail, if wheels are revolved at a high velocity, but in this operation we have a purely rotary motion. When an engine is passing through space at a speed of 60 miles an hour, the counterweight has a horizontal movement that is not taken into account by the student who observes the machine

operated on rollers, and he therefore loses sight of the fact that the movement of the counterweight in the direction the engine is going does not raise from the rail to its highest point at the same angle as when the motion is purely a rotary one, and the influence of the horizontal movement modifies the lifting tendency of counterweight to an extent that precludes any possibility of the driving wheel of a locomotive raising from the rail when operated as a locomotive in actual service. Fraternally yours,

T. P. WHELAN.

Defective Balance Strips, Etc.

ELMIRA, N. Y., April 12, 1905.

EDITOR JOURNAL: In reading the different publications devoted to matters of general interest to motive power men, we frequently see an article regarding broken and blowing balance strips, used with the balanced slide valve. This is a very common defect, but many times there seems to be more or less guesswork on the part of the "engineer" as to which side of the engine the balance strip is blowing on.

I have known of instances where the trouble, was not reported at the end of the trip, because the engineer was uncertain which side was defective and was afraid he would report the wrong side. On the other hand, also, both sides have been reported when only one side was blowing, in order to be sure to have the matter remedied. This, besides entailing a useless expense and delay, often fails of its object. The chances are if the good side is taken up first, and of course, nothing found amiss, the foreman will conclude the engineer has had a pipe dream and the other steam chest will not be taken up.

The method of locating this blow advocated by some writers is to feel the valve stems when the engine is working, on the principle that the broken strip destroys the balance of the valve, causing it to drag on the seat, the excessive friction resulting, causing a trembling motion in the valve stem, which is easily detected.

This is a good way, provided every part of the valve gear is in good order and the valves are well lubricated; but if the valves are dry, the rocker box loose on frame, or too large for the rocker shaft, worn link blocks or any derangement of the valve gear, the effect on the valve stem will be the same as from the broken strip and one is apt to report the wrong side.

Another method I read of is to place the engine on the quarter on one side and after opening the throttle enough to cause the strip to blow, place the reverse lever first in one corner then in the other, then place the engine on the quarter on the other side and repeat the reversing act, and the side which handles the harder when on the quarter is the defective side.

But in giving these directions the writer forgot one very important part: he didn't tell us what power we are to use to reverse the engine with; certainly no human power can handle a battleship with the throttle open unless they handle very different than the ones running in this section of the country.

The blow which accompanies a broken balance strip is, as every engineer knows, unlike any other blow about a locomotive. The steam passing between the balance strips and the pressure plate, passes down through the hole in the top of the valve, into the cavity of the valve, and so on out the exhaust port to the stack. It is very evident that the sound from this blow will only be heard when the exhaust cavity is free from steam, as when the exhaust opens the cavity of the valve is filled with steam from the cylinder and the small amount of steam blowing through the top of the valve can make no sound. For example, suppose the balance strips are blowing on the right side. Now, with the engine on forward center and moving ahead, the blow will be heard during the time the crank pin is moving from the forward center to the lower back eight, which is the point of exhaust for the front end of the cylinder. No blow will be heard from this point to the back center, but will again be heard from the back center

to the top forward eight, thus giving two distinct blows for each revolution of the drivers. If the engine is moving slowly it will be found an easy matter to locate this blow in the above manner.

Fraternally yours,

S. B. MORRIS.

Color Blindness, Etc.

FRUITVALE, CAL., April 16, 1905.

EDITOR JOURNAL: In these days when examination is the shibboleth to a railroad job, there is an examination that is just as important to the man as examination for color blindness. I refer to a phrenological examination. A good phrenologist will discover any tendency to color blindness in the candidate for railroad honors about as quickly as some of the so-called experts on rainbow threads of wool. If railroad companies want only the best men, and no doubt they do, it is only fair to the young man to know in the beginning if he is to be a successful railroad man. Many young men meet with disappointment after they have passed through the first degrees of the business by being turned down for deficiencies on different points in their examination for advancement. Men often fail in their examination for advancement not for lack of study, rather lack of comprehension. In fact, it is not in them to master the details of the business. In my younger days I knew boys who went into a machine shop with myself; some made a success of the business, others were total failures. A phrenological examination in the first place would have said, "Smith, you are a natural mechanic. Jones, go and study law. Brown, you stay on the farm." The above are not at all imaginary, but facts, and if he had told Bill Green to get out of the shop and play poker for a living, the case would have fitted exactly. Here were three out of four who mistook their calling and saved their credit by drifting into their natural channels.

A man to be a good modern locomotive engineer should not be deficient in the organs of color, form, constructiveness, caution. We find color, order, calcula-

tion, form, weight, size, all around the eye and all good things to have, and right in the forehead we find casualty, just the thing to have large, and with large constructiveness you will not be in a hole when the old mill breaks down on the road, and right under casualty is locality, and having it large you will not lose your land marks on a dark night. These organs come under the head of perceptive faculties, and to be a careful, cautious, level-headed, prudent engineer, they are a good stock to have on hand as a starter, but they must be born in the man.

Yes, I believe the first thing a candidate for railroad honors should do would be to get a chart of his head carefully marked by a reliable phrenologist.

Now, in regard to color blindness, why not test the eyes frequently and know for a fact whether color blindness increases or decreases as the candidate progresses in his work. You boys all know that in switching at night it is impossible to see signals of any kind immediately after putting in a fire. What effect does it have on the eye to change instantly from a bright fire to the blackness of night? Careful experiments on these lines should be made. Stand right up in meeting, my good Brother, and tell us what you think.

W. DESANNO.

Answer to Brother Keating—Handling Air, Etc.

GLENN'S FERRY, IDA., April 19, 1905.

That was a daisy Brother Keating gave about his engine stopping. I am going to make a try for the cause. Eliminating any possible defect from steampipe entering chest to eccentric and main pipe, it looks to me as if the trouble was between chest and dome; that being so, the throttle valve itself may become loose on stem and would have a tendency to open and close frequently without moving throttle lever, until finally it was loose on stem and nuts worked off so that valve remained on seat regardless of moving throttle lever. The moving of valve up and down would cause engine to sound lame.

The Rock Island used to have the throttle valve at the port end. Perhaps

something was in dry pipe or standpipe having some movement till finally it closed passage.

The other day I had a compound consolidated pulling 14 loads and 44 empties, loads ahead. At the last moment just as we stopped we felt a jerk and found a drawbar out. We did this twice, then conditions were such as we could stop afterwards with a few hand brakes and the driver brakes.

I have handled air since 1889, from the straight air to F 6 slide valve feed valve attachment on mountains and plains, but couldn't cut the mustard with that train. There was a bad leak in train line on engine, pipe split. I claim it was a very unusual and bad train to handle by air.

I tried keeping train stretched, first time making two reductions of about 7 pounds and 3 or 4 pounds just before or the moment of stopping. Away she went, drawbar out between empties and loads. The next time I tried bunching the head end, same sudden stoppage and jerk as before, drawbar out second car from empties, percentage of braking power greatly in excess on empties than on loads, straight track, slightly rising both places. I realized from make-up of train it would be hard to brake, but didn't expect to get a drawbar every time we stopped, New York equipment.

One more matter, I am a crank on examination. I believe in it. I am also a crank on discussion of technical subjects and train orders in the Division. That's the place to discuss those subjects for the enlightenment of all present. Get through with the order of business, don't dwell on grievances or financial grievances too long, then start on various incidents occurred on the road. It will help some of the Brothers and give all a chance to form opinions. The truth is, too many Brothers hesitate to start a discussion about different events happening on the road for fear they will be thought ignorant. That is just what causes lack of knowledge—that very reticence. I agree with Brother Craig of Div. 89.

A. S. ERSKINE, Div. 564.

Technical Engineer vs. Promoted Fireman.

LOS ANGELES, CAL., April 7, 1905.

EDITOR JOURNAL: A graduate of polytechnic school, above average intelligence and about twenty-five years of age, came west in '91 to look for a soft job. Through marriage he had a pull with the third vice president of a certain railroad. He was made gang boss in a shop over men who were better qualified for the position. It caused friction, but he kept his job, as all he had to do was to look wise and work by blue-prints; practical men did the work (if let alone) O. K. It was impressed on him, from his point of view, the ignorance of the old fogies that were on the best runs, averaging from \$150 to \$175 per month. He thought one of those runs would just fit him, but the master mechanic informed him that owing to a contract with engineers and firemen, to become an engineer he would have to start in as fireman. Engineers holding those good runs were less than 10 per cent of the total number, and record proved that only one out of every thirty-five entering service as engineers could ever hope to get one of those runs. This should have made it plain to Mr. Wiseman that with his pull and diploma his chances for master mechanic were much better (from engineers' standpoint a better job). He used to ride on the engines whenever he had an opportunity to get information. He learned the road and many other things he had not learned at college—one, that engineers and firemen did not do their work according to the up-to-date methods taught him by experts (in theory only). The master mechanic was ever ready to hear his tales, and when engineers were called in for something a little hard for the master mechanic to prove them guilty, Mr. Wiseman was usually called in to give expert opinions that would help to convict and prove on paper how it could be avoided. His experience gained by riding on engines, in addition to his technical training, carried great weight with the master mechanic. The engineers often wondered if it was the grudge against the engineers' contract

or Mr. Wiseman's pull, that shaped this course.

Some trouble over an engine overhauled under his charge caused him to remark that engines overhauled by him were as perfect as up-to-date mechanical skill could make them, but were ruined through ignorance of engineers who had no mechanical or technical training. (Now will you old fogies be good?) He should have known that text-books were supposed to be theory gained in practice, exaggerated to give a standard better than could be worked out in practice.

The A. R. U. strike caused many of the engineers to be governed by local conditions instead of B. of L. E. laws and terms of contract that they were duty bound to obey and protect. Results: lost contract and many good engineers lost out, officials ran things to suit themselves, favored whom they pleased, the engineers who remained were given an object lesson of the value of a contract. Mr. Wiseman was examined on rules and sent out to learn the road same as any engineer, although he knew the road pretty well.

I will give you a few of his troubles that he knew better than to get into, but did not have practical training that enabled him to think of and do the right thing at the right time.

He started on an 80-mile run with freight train. The engine had one non-lifting injector. When he tried injector before starting, he failed to close foot-cock; when injector failed, he tried every way he could remember to get them to work. He had not learned to look in tank, pulled fire, towed in.

The next trip on same run he would shut off where train would roll, only use steam where he had to; uniform sheet received no attention from engineers he had been riding with, he avoided such mistakes. As it was all up and down hill, injector failed; he learned from last trip to look in tank. The water was gone but he could get to next water station with engine. After three or four applications to stop at water tank, he had little pressure left in auxiliary reservoirs. He left brake valve on lap. In looking over time

table he discovered 15 was due in 30 minutes; he would have to hustle. The fireman was an experienced fireman and suggested he would stay and flag, that head brakeman would fire that distance O. K. He agreed and started back to the train alone. There was about one-half mile of straight track where he left train daylight. He kept up a 40-mile an hour gait until he came in sight of train. As he had left brake valve on lap he had no air to set brakes. He was getting quite close to the train and nervous. He reversed engine, did not open throttle, blowed off steam chest; nothing to check speed now. He had to learn another lesson not taught in college—how to jump. A barbed wire fence to guard cattle checked his momentum, relieved him of most of his clothes and scratched him up some. When he got to the engine there were two cars on fire. (This is an amusing incident to show how inexperienced men get rattled.) The brakeman was sure fireman did not jump and was under the wreck, and called to the conductor and engineer to help find him. After all three had looked until the heat of the fire had driven them away from the wreck, the engineer remembered about leaving the fireman to flag No. 15. The conductor showed him a footnote on time table that 15 only ran to Junction 13 from where fireman was flagging on Sunday. This was Sunday—no day for what the conductor said about Mr. Wiseman and college engineers in general. But for his pull this would have ended his railroad career. The conductor and head brakeman were discharged for not protecting head end of the train.

His next trip was on a 70-mile local freight run, card time 10 hours. After 15 hours he made 50 miles, and was out of coal. They sent a car by a passenger train and section men shoveled on all the tender would hold, but the conductor lost confidence in him and had car put next to engine. He made 15 miles further to a blind siding on hard pull. When he stopped to head in he could not start train. In taking slack he pulled the truck from under chained up car, made a delay getting truck back under car, and flues leak-

ing used up all the water in the tank, and had to pull the fire out and be towed in; time on trip 23 hours. The night express that he was taking siding for had delay of four hours. The night express engine could have done wrecking while he ran four miles for water. A fireman made engineer would have thought of this. The fireman was discharged; pull saved Mr. Wiseman.

When the fireman was asked why he did not try to help out, as it was a duty he owed the company, his answer was that these kind of engineers were robbing him of the promotion he aspired to and was daily trying to qualify himself to fill, and that it was an unwritten law with firemen to give such men a fair field and no favors, as when they were promoted they were not given old firemen to show them how to cut the mustard; and that firemen never married the niece of the third vice president, that coal dust shut out their beauty to such an extent that only poor girls would notice them. The master mechanic claimed this speech was what fired him.

Some years ago I helped to make this fireman a B. of L. E. man and he is now chief of a division.

Mr. Wiseman was now put on a light local passenger run and he made nearly every blunder that was possible to cover up. After he could get over the division after a fashion, he started to make an oil record; 500 miles to a pint of valve oil, 200 miles to a pint of engine oil was his mark. On bad water and sandy dry country he ruined on an average an engine a week. The engines were given to good men to run, and in some instances engineers did time to keep the blame off Mr. Wiseman.

His last offense was getting valves so dry that when he shut off he could not drop lever; valves stuck fast to seat and engine would not start train. He disconnected and was towed in. This ended his career as an engineer. Valves act this way on bad water, but real live engineers take out relief valves, and while fireman pulls on reverse lever they jar valves with small end of pinch bar until valves move;

put back relief valves and as soon as possible give good oiling through relief valves. But sound of exhaust is to the fireman made engineer what heart beats are to the good doctor—tells him what is wrong and remedy to apply.

Four months convinced Mr. Wiseman, as he admitted, that on the engine was the only place to make engineers and technical graduates would have to fire just the same as others to unlearn some things they are taught at college, and to learn to think and act quickly; to learn by force of intuition to do the right thing at the right time when the unexpected happens.

This dry valve experience of Mr. Wiseman may be answer to the question of Bro. T. S. Keating of Div. 467, page 838, April JOURNAL, if question is to be taken as it reads.

Mr. Wiseman is master mechanic on a big trunk line, and frankly says his experience as an engineer was just what he needed, and when he looks back he is surprised he did as well as he did, and that he would not take upon himself the responsibility of putting men on the road as engineers until they fired at least two years after graduation from technical college.

Mr. Wiseman was well versed in the theory of locomotives and appliances, air brake drawing, shop practice, and had he taken a course as fireman, he would have made a good engineer.

There are several good business colleges. Do students from them become heads of business concerns? Do doctors from medical colleges start out to practice when they graduate? In no business would a mistake be as expensive as the one an engineer may make. No incompetent doctor could jeopardize life to the extent that an incompetent engineer can. Our best marksmen are not gunsmiths; our best surgeons do not make surgical instruments, or even know how to sharpen or repair them. It is as difficult to learn to successfully run a locomotive at college as it would be to teach a student to swim by theory. He must go into the water. The engineer must learn the essential part on the road. If some trunk lines

would fill the places of their fireman made engineers with technical graduates, the traveling public and Congress would do the rest. The old fogies would soon be put back with radical laws to protect them from absurd and dangerous experiments.

I want to say a word to some of our firemen who are following false prophets who fill them up with the rot about how railways want to get rid of their old engineers and want engineers who are up to date on technical knowledge. If railways wanted engineers to possess more technical knowledge it would cost less to post their present engineers on a few topics while they are giving good service, than to put on untried men who are top-heavy through being crammed with all kinds of theory, and would have to be taught practical duties at greater cost. How many of our firemen have technical educations? Some of you could not explain scientific problems relative to firing. When you learned how to do your sum at school you did not need the rule. Engineers have learned their problems and do not need to know all the rules. Learn all you can, but keep one thing in mind, that being crammed with theory is no guarantee you will be a success as an engineer. We want you to become good engineers to fill our places better than we did in our day. We do not want you to be handicapped by those who are after your dollars. It is your duty to protect engineer's position for your future. If we were indifferent about your future we would not care whether engineers were made in college or on the rail.

In another letter I will try to prove that engineers are not recipients of unearned salary, as many seem to think.

Fraternally yours,

R. W. KELLY, Div. 662.

Answer to Brother Smith's Question.

BIRMINGHAM, ALA., May 2, 1905.

EDITOR JOURNAL: Please allow me space to answer Bro. C. I. Smith's question in the May number, page 484, which relates to air brakes applying and releasing intermittingly while brake valve is in

running position. Train line and auxiliaries being charged to 70 pounds, the feed valve stops charging train line, and the leak in train line Brother Smith found before he repaired it, would reduce the train line before the feed valve could open and allow sufficient air to get in train line to overcome the leak to a point below 70 pounds. That being auxiliary pressure when feed valve stopped feeding, would force equalizing piston in triple out and put brakes on, which would reduce auxiliary to less than 70 pounds, and as auxiliaries cannot charge up while equalizing piston is out and train line can charge up while brake handle is in running position, the pump would soon charge train line up against the leak to 70 pounds, which is now greater than the pressure remaining in the auxiliary, which would force equalizing piston in triple back to release position, again allowing train line and auxiliary pressure to get back to 70 pounds, when the feed valve will stop feeding and the brakes will go on again to pressure. This makes same kind of a leak three or four cars back and put brake valve in full release; charge train up to 90 pounds or whatever your excess pressure is and watch cars in rear or close to leak and see when governor stops pump if these brakes don't go on before pump starts up again.

Hoping to see some other Brother's opinion on this, and thanking you for your space and time, I remain

Yours fraternally,

W. C. BROWN, Div. 156.

PORTSMOUTH, OHIO, May 5, 1905.

EDITOR JOURNAL: In answer to C. I. Smith's question of Division 359 will say, that there was a bad leak in the train line and that with the brake valve in full release position and the train line being charged direct from the main reservoir the leak was kept up and the auxiliaries charged up to say 65 pounds before the brake valve was placed in running position, then as the feed valve starts to close the feed to the train line at about 45 pounds and the opening is gradually made smaller until at 70 pounds it is

entirely closed. This opening through the feed valve at 65 pounds being too small to supply the leak, the train line pressure was reduced and causing the brakes to apply, then when the brake valve was placed in full release position the direct communication between the train line and the main reservoir, the train line is again recharged against the leak and the brakes released.

Yours fraternally,

E. A. LINDSEY, Div. 584.

Answer to R. H. Foreman.

S. CONNELLSVILLE, PA., May 5, 1905.

EDITOR JOURNAL: In answer to Round House Foreman's question on page 434, May number of the JOURNAL, he says there were no leaks in train line, no leaks in auxiliary connections. I presume he meant equalizing connections. The trouble was in pipe running from train line to pump governor. I would consider this a leak in train line, as train line pressure controls the pump with this style of brake valve.

Will some of the Brothers answer the following question through the JOURNAL?

Set a car out of train with train line and auxiliary charged to 70 pounds, open angle cock, drain train line, then go to auxiliary bleeder and release brake. How does the last 12 pounds get out of brake cylinder?

Yours fraternally,

W. F. HETRICK, Div. 50.

CONWAY SPRINGS, May 9, 1905.

EDITOR JOURNAL: In answer to the question asked by Portsmouth Round House Foreman in the May JOURNAL, I would say there was a leak in small equalizing reservoir or pipe connections between it and chamber D of brake valve, which caused train line pressure to unseat equalizing piston and make service application.

Your statement about main reservoir pressure running up to steam pressure sounds peculiar. The main reservoir pressure will not run up to exceed 20 pounds more than train line pressure unless the brake handle is left on lap position with a D 8 valve.

In answer to E. A. L.'s question in the May JOURNAL, would say, special passenger could not leave Rich Hill after 7:30 P. M. for this reason:

The special is running on a schedule which is or should be a supplement to the current time card on that Division, and in consequence of this the passenger becomes a regular train and is affected by the 12 hour rule. H. D. K.

Effect of Hot Driving Box.

RIVIERE DU LOUP, P. Q., April 15, 1905.

EDITOR JOURNAL: During the summer of 1898 I was running an old Grand Trunk engine on a ballast train over the Drummond Division Intercolonial Railroad. One night after leaving Carmel pit and coming in at Ashton Junction the engine got lame by degrees and so bad I had to stop to locate trouble. The first defect I found was right driving box hot and stuck up against top of wedge. I let down wedge, packed box and not finding any other defect, I started out and had no more trouble. C. J., Div. 204.

RAT PORTAGE, ONT., April 22, 1905.

EDITOR JOURNAL: In reply to T. S. Keating, Div. 467, concerning the mysterious stoppage of engine with nothing wrong with machinery or boiler, would say that a broken frame between the cylinder and main driving wheel would cause a similar action to the one mentioned in letter. Of course, when engine was at rest and the parted rail frame had closed up again, it would be very hard to locate, especially when the puzzled searcher was looking for something else.

ROBERT WILLIAMSON, Div. 535.

Several Questions.

VICTORIA, TEX., April 21, 1905.

EDITOR JOURNAL: Will some Brother make reply to the following:

How would you repair a broken stem on release valve on steam chest so it could be held on seat? Stem broken off valve in this manner will allow it to get cocked.

Supposing you were on No. 1 inferior train and receive the following order: "No. 2, Engine 674, will meet No. 1, Engine 673, at C. No. 2, Engine 674, will run one hour late from A. to M." When you arrive at C you see you can make B on the hour late. What are you going to do? E. A. KRAUSE, Div. 866.

Rights of Trains.

AURORA, ILL., May 7, 1905.

EDITOR JOURNAL: In the May number of the JOURNAL we are asked to discuss

the rights of trains affected by the following order after a certain time:

Engine 352 will run as passenger special, leaving Pulaskia on the following schedule, having right of track over all trains except first-class. Leaves Pulaskia 6 A. M., Draper 6:25 A. M., Allisonia 7 A. M., Rich Hill 7:30 A. M., arriving at Chestnut Yard 8 A. M.

In the discussion of train rights we presume it is to be done under Standard Rules. It would be impossible to discuss intelligently the train rights under rules made by and wholly a part of the timetable of an individual railroad. In Standard Code a rule says train orders must be in the prescribed form when applicable.

According to this rule the above order is wrong and a proper order would read thus:

Engine 352 will run extra, leaving Pulaskia on Monday, May 9, as follows, with right over second and inferior class trains. Then follows schedule.

In definitions we find—Extra, for any extra except work extra; Work Extra, for work train extra.

The question is, would Extra 352 lose its rights when 12 hours behind schedule time? The rule governing in this case reads thus: Regular trains twelve hours behind their schedule time lose both right and class, and can thereafter proceed only by train order. Orders held by or issued for a regular train become void when such train loses both right and class.

It will be observed that this refers to regular trains only. It follows that the order held by and the superiority given in the order to Extra 352 remain in effect until arrival at Chestnut Yard, unless annulled by a subsequent order.

The answers given to my question in the March number of the JOURNAL are all very good and correct except that Brother Swank is a little "off" in sidetracking No. 8 at L.

JAMES LENAHAN, Div. 32.

NORFOLK & WESTERN RAILWAY COMPANY.

31 Telegraphic Train Order No. 54. 31 Superintendent's Office, 4-26, 1905.

For Glenvar, Va. To all concerned:

Engine No. 90 will run Extra, leaving Roanoke on Thursday, Feb. 17th, on the following schedule, and will have the right over all trains.

Leave Roanoke 10:10 A. M.

Elliston 10:45 A. M.

Arrive at East Radford 11:35 A. M.

According to Standard Code of Rules, how should first-class trains clear this train?

Please answer and oblige,

R. L. EVANS.

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JUNE, 1905.

Consistency.

The National Association of Manufacturers met in Atlanta on May 16, and Pres. D. M. Parry, as usual, devoted the most of his address to the labor question. He condemned the eight-hour day, is happy in the thought that the influence of the Manufacturers Association defeated the anti-injunction law in Congress, and abhors Socialism and its tendencies, but does not seem to realize that his attitude toward labor breeds that which he so much abhors. Turning to organized labor he says: "We have organized labor and its sympathizers supporting the idea that organizations of men may dictate to a large extent the management of enterprises which they do not own, determining the rate of wages and fixing the hours of employment, and say the Manufacturers Association demand that organized labor recognize the individualistic principles of our government. This of course means that individuals must stand alone to be plucked by the Parryites and Postites, and that the Manufacturers Association shall be allowed to run their own business in their own way, regardless

of the moral or legal rights of others. But the Parrys and Posts may as well understand that organized labor is a permanent factor, and that they will have them to deal with directly or indirectly, and that those who demand protection for themselves and free trade for all others are the manufactures of socialistic tendencies, and that their selfish aims will be held in subjection by both organized labor and public opinion. Which believes in fair dealing?

B. of R. T. Convention.

The Brotherhood of Railway Trainmen met in convention in Buffalo, N. Y., on Monday, May 15, with something over 700 delegates representing over 76,000 members, and with their wives and visiting friends. Their headquarters, Hotel Brozelle, presented a lively appearance.

Invitations were extended to be guests of the Grand Officers at the opening and accepted by the Grand Chief Engineer and Second Grand Engineer. Their Convention Hall, a relic of the exposition, is of immense proportions, but when the delegates and friends were seated, there was a great sea of faces estimated at four thousand, a decided honor to the Trainmen. A. W. Putnam presided and introduced Rt. Rev. C. H. Coulton, Bishop of Buffalo, who opened the meeting, and after a musical selection Gov. Frank W. Higgins was introduced, as one of the staunchest friends of labor when in the legislative body of the state. The Governor delivered a splendid address, in which he said:

"The State of New York welcomes the International Brotherhood of Railway Trainmen. It looks to you to curb on the one hand the reckless and discontented employee and on the other the selfishness of the employer. Long study of the labor problem leads me to the conclusion that the outrages, which have at times disgraced our industrial wars, in the first place are to be condemned—but no more than the injustice of the short-sighted capitalists, and in the second place are abuses of a beneficial system. To the perfection and development of your organizations and to a better understanding of your purposes, I look for a solution of the labor question. Every good citizen strives to make this country of ours a better place to live in and a place where rights are respected and duties are insisted upon. A spirit of mutual under-

standing and regard and readiness to act with reasonableness, have manifested themselves among the leaders of labor and the captains of industry. And the day is not far distant when the unhappy struggles between employee and employer will cease to disturb industry. Our free institutions cannot long endure if the rights of capital become the wrongs of labor, or if the rights of labor carry no reciprocal duties of decency, fairness and good order.

"Gentlemen, I cordially welcome you to the Empire State."

In the absence of Mayor Knight of Buffalo, Comptroller F. T. Gilbert welcomed the guests to Buffalo in a very felicitous manner, saying in part:

"You will find our people most hospitable.

"In your travels about town, stick to the main line and do not allow yourselves to be shunted onto a siding. Do not let any dead engine get hold of you. Do not always slake your thirst at the water cooler, nor depend entirely for subsistence on the spoonful of pecans the newsboy gives you. In the strenuous life you will lead while in Buffalo, should you at any time be unable to procure a sleeper, you will find all of the hotels plentifully supplied with chair cars.

"Your experience in railroading will undoubtedly enable you to successfully dodge the automobiles. While some generous citizens may invite you to take a bumper with them, remember that if you get caught between the bumpers, it is all day with you. If anyone attempts to flag you, be well satisfied that it is no con game or ho'dup before you respond to their signals. You will find the roadbed well ballasted, with no ugly curves in the track and the commissary car well stocked. Everything has been provided for your comfort which human ingenuity and long experience could suggest, and if you do not enjoy yourselves in this city it will be your own fault.

"But above all things, be sure of your conductor. Should you find that you are in the hands of the wrong one, at once put on the brakes and change cars. It is to be hoped that your experience here will be so pleasant that in the future when you travel east, west, north or south you will always say to the conductor, 'Put me off at Buffalo.'"

Grand Chief Engineer W. S. Stone was then introduced, and as he arose was greeted with applause, and, among other things, expressed his appreciation of the general good feeling existing between the various railroad organizations, and complimented the Trainmen, saying that though the youngest order, it was one of the most progressive, and yet avoided trials and tribulations by its fairness in dealing with others. "The successful unions," said he, "are those which recognize the rights of both capital and labor."

John Lundergan, of the State Board of Mediation and Arbitration, paid a high compliment to the Trainmen and organized labor in general.

When Grand Master Morrissey rose to speak the cheers were deafening, and he was obliged to wait for quiet, when he delivered a masterly address, in which he made a telling point against the foolish 35 year age limit; that instead of such men being industriously dead, they were in the very prime of life. He said the Brotherhood stood for fairness between the employer and employee, but "we will resolutely defend our rights when we believe they are encroached upon."

"We believe in honesty and sobriety, and while difficulties may arise between us and our employers, we believe that a contract-breaker is just as despicable as the strike-breaker. We believe in publicity and desire the public to know just what we stand for, feeling assured that better knowledge of us will be to our advantage."

Edward A. Moseley, Sec'y of Interstate Commerce Commission, was then introduced and delivered an excellent address on safety appliances, etc., and paid a high compliment to the Trainmen.

Hon. L. S. Coffin, of Des Moines, Ia., President of the Railroad Men's Home, and who was the pioneer in the advocacy of the safety appliance law, made an excellent address and resumed his seat midst rousing applause. Representative Ryan spoke at some length, an excellent band and the great organ interspersed music, and, as a whole, the open meeting was a decided success and a great compliment to the Order of Railroad Trainmen.

O. R. C. Convention.

The Order of Railway Conductors convened in their thirtieth session of the Grand Division in Portland, Oregon, May 9, with 470 delegates, of which we glean the following from the *Oregonian*:

Four thousand persons crowded the Marquam Grand Theater last night to witness the public reception to the Order of Railway Conductors. The building was crowded from pit to gallery, the stage wings were filled and the aisles were com-

pletely blocked. The theater was dressed in palms and roses and presented a beautiful appearance.

It is estimated that there are more than 3,500 strangers in the city attending the convention. Five special trains have arrived, carrying the delegates and their friends. Yesterday morning the registration of the delegates began, and was not completed until evening. Yesterday afternoon the Ladies' Auxiliary of Mount Hood Division, No. 91, entertained the delegates at the Elks' Hall, but the real reception took place at the Marquam last night.

The delegates were welcomed to Oregon by Governor Chamberlain, who, in a few witty remarks, made them and their friends feel at home and told them they might take anything in sight, and if they got caught he would be ready with a pardon. He was followed by Mayor George H. Williams, who welcomed the conductors and their wives to the city of Portland. Both speakers were loudly applauded.

The addresses of welcome were responded to by Grand Chief Conductor E. E. Clark, who accepted the hospitality of the state and the city in the name of the order, and thereafter traced the development of the order during the last twenty years, showing what benefits the conductors themselves, the railroads and the public in general had received because of the organization.

"Twenty years ago," he said, "had this many conductors come to Portland they would not have been told to take anything in sight; instead the Oregon people would have chained down Mount Hood and placed over it a guard of militia. Things have changed in these twenty years and the organization has been conducted on such strict lines of discipline that much benefit has resulted to the members, their employers and the people of the country."

B. A. Worthington also addressed the assemblage, and was followed by Mrs. J. H. Moore, Grand President of the Ladies' Auxiliary, who spoke of the work and development of that branch of the order. Tom Richardson, manager of the Portland Commercial Club, made a rousing address, introducing the visitors to Oregon's great resources, which, he declared, were becoming better known through the railroads and the trainmen.

A Business Presentation.

We have been favored with a roster of Subdivision No. 804, Saginaw, Mich., which includes, besides the list of 148 names, a complete financial statement for the year 1904, which shows receipts of \$1,775.98 and disbursements of \$1,735.47, which covered all their liabilities and left a balance in the treasury. Their fifteen new members for the year indicates an interest in the order that is catching and their success as a whole is very creditable,

and to the officers in particular. Possibly a note found in this roster under the heading, "Some Things to Remember," has much to do with the financial success. Among these are, "Remember that the F. A. E. is only a hired man and has no authority except that given him by the Division. If you are in arrears do not ask him to carry you. That all members will be treated alike and promptly reported to the Division when delinquent."

If more F. A. E.'s would adopt Brother Moore's things to be remembered in the conduct of his business, it would not be long before all the members would remember that punctuality in the payment of dues was not only necessary, but much more satisfactory to themselves. If this were practiced, the settling of accounts with the Grand Office would not drag along for months after the date fixed by our law, and would obviate the disagreeable necessity of withholding needed information they would otherwise be entitled to.

Organized labor is a business proposition and should be conducted on business lines, and no member has a right to ask a Division official to carry his responsibilities. If he is in trouble and needs help the place to look for it is the Subdivision itself, and not to impose upon an officer by asking him to use his money month after month to keep you in good standing. The most of the reward of the officers of our Subdivisions comes in the consciousness of having done their duty and they deserve to have those duties made as light as possible, by each and every member doing promptly that which he has obligated himself to do. Punctuality in the business of our Subdivisions will cure many of the evils and add materially to the personal interest in the meeting, and all will feel better and accomplish more.

Books Received.

Rights of Train on Single Track, by Harry W. Foreman, 477 pages, 4½ x 7 inches, pocket book bound in leather with round corners. The *Railroad Gazette*, New York City. Price \$2.50.

This book is an exhaustive commentary on the Standard Code of Train Rules of the American Railway Association, and is in advance of any other publication on the subject.

Questions and Answers, based upon the Standard Code of Train Rules for use in the examination of trainmen, edited by C. E. Collingwood, published by Train Dispatchers' Bulletin, Toledo, O., price \$1.00, is a book of some 80 pages, handy for the pocket, and very convenient for reference.

The Woman's Home Companion comes to us with a cover which reminds us of our visit to Los Angeles in convention in 1904, and the home of Paul de Longpre. It is a reproduction of his best painting, "The Three Most Beautiful Roses," and calls to mind the beautiful home, the wonderful display of every known variety of God's beautiful flowers, and last but not least, the genial and hospitable Paul de Longpre and his interesting family standing on the porch of his beautiful home, as seen in a group picture, surrounded by several hundred wives, daughters and lady friends of engineers in attendance at the convention. The whole book is a work of art, but the cover will be particularly fascinating to those of the party on May 17, 1904.

The Green Signal, or Life on the Rail, comes to us from the author, Frank Beers, Conductor, A. T. & S. F. R. R., Lock Box 1063, Kansas City, Mo. It is a book of 240 pages, price \$1.25, and treats of the lives of the men in the four departments of the train service, a chapter being devoted to the brakeman, the conductor, the fireman, the engineer, and the fifth part to the train dispatcher and operator; a part addressed to the public, in which are portrayed the many phases of character met with in the traveling public—the true gentleman, gentlewoman, and the other extreme, who he says "Might get their just dues at the water tank with the rest of his kind," and in conclusion devotes a few pages to asking all members associated in train service, "What are we doing to advance our

moral standing, so that at the end we may hear the welcome mandate, 'Well, done,' and find the signal white?'"

LINKS.

THE Union Meeting of the Canadian Divisions of the B. of L. E. will be held in Riviere du Loup, the celebrated summer seaside resort, on July 4, 5 and 6, 1905, and all members of the Canadian Divisions and our brethren from the United States are heartily invited to attend and we will endeavor to give them an enjoyable and profitable time.

The hotels have promised to furnish a good table, with plenty of fresh salmon, trout and other salt-water fish, and comfortable rooms at the following rates: The Ophir, Victoria, Vendome, Fraser-ville, Chateau Grandville, Commercial, Park, Bellevue, White House and Pinze Hotel, \$1.50 per day.

The first day will be devoted to secret and public meetings, and a drive for the ladies in the afternoon.

On the second day there will be a picnic by the Temiscouata Railway to Temiscouata Lake, where there is good trout fishing, a steam launch and boats for those who desire to use them, and an orchestra for those who like to "trip the light fantastic."

For the third day the committee have hired one of the Richelieu and Ontario Navigation Co.'s splendid steamboats for a trip across the St. Lawrence and up the far-famed Saguenay River to Ha Ha Bay and return, a trip which thousands of people coming from all parts of the world always make to see one of the renowned beauty spots of the world. The orchestra will also accompany us on board to make the pleasant hours all too short. Come along Brothers, and enjoy yourselves.

Transportation via Steamer.—The Richelieu and Ontario Navigation Co. will grant half rates, including cabin and meals, going and returning from all points between Toronto and Montreal; Montreal, Quebec and Riviere du Loup.

Railroad Transportation.—The following railroads will furnish passes on re-

quest made by operating officer of road on which applicant is employed: Canadian Pacific Railway, Grand Trunk Railway, Intercolonial Railway; address application to D. Pottinger, General Manager.

The Quebec Central Railway will grant transportation by applying through the Secretary of Union Meeting Committee, Bro. F. A. Rioux, Box 10, Riviere du Loup.

THERE will be a Union Meeting of the B. of L. E. held in Cedar Rapids, Ia., under the auspices of Cedar Rapids Div. 159, for all Divisions adjacent to this point, on Sunday, June 25, 1905.

All Divisions of the B. of L. E. are cordially invited to attend. Grand Officers will be present.

Yours fraternally,

F. A. DAVIS, F. A. E. Div. 159.

THE Fifth Sunday Union Meeting of the members of the B. of L. E. will be held on Sunday, July 30, under the auspices of Div. No. 414, Lebanon, Pa. (Philadelphia & Reading Ry.) Connection with the P. R. R. will be made at Conewago.

R. S. MALSBERGER, F. A. E. Div. 414.

BROTHERS Jos. Thorne of Div. 5, G. G. Mason of Div. 660, R. W. Kelly of Div. 662, represent their Divisions as a committee to entertain B. of L. E. engineers visiting Los Angeles during the Knights of Columbus Convention. The Knights of Columbus Committee have arranged a program for every day and evening during the convention week. Whatever entertainment the B. of L. E. will give our Brothers will be on Sunday afternoon, June 4. We want all Brothers to write us the route they come by and members of family with them. Please attend to this and oblige,
COMMITTEE.

BRO. FRED KIRBY, member of Div. No. 424, has been honored with promotion to the position of Air Brake Instructor and Inspector, B. & O. System, with headquarters in Baltimore.

F. E. BAKER, an engineer, is traveling over the country soliciting favors on a

traveling card, claiming to be a member of the B. of L. E. in good standing. The record in the Grand Office shows that he was expelled in February, 1904, from Sub-division 232, Livingston, Mont. Suspicion that the card had been changed in date caused correspondence with the Grand Office. Every member traveling should have in his possession a certificate of membership of equal date with his card, good for three months from date. Every member traveling should have this certificate whether looking for work or not, if he expects to ask for favors of other members.

ON APRIL 16, Bro. E. W. Hurley, A. G. C. E., paid F. H. Goodyear Div., 429, a call, which has long been looked for by the members. Although Div. 429 is a small Division with only forty-nine members, twenty-two were present. Brother Hurley gave us a very interesting talk on subjects of interest to the order. It is hoped by the members of Div. 429 to again have one of the Grand Officers meet with them.

DIVISION 364 held a special meeting April 23. Assistant Grand Chief Engineer Cadle was present and exemplified the work and gave us a very interesting talk on subjects of interest to the order. The train being late, his time was limited. It was his first visit as a Grand Officer, but he is well known to all the Brothers here.

Yours fraternally,

WM. LEDGERWOOD, F. A. E.

BRO. H. E. WILLS, A. G. C. E., visited the Gateway City of the South, Louisville, Ky., Saturday, May 6. The four B. of L. E. Divisions, 78, 165, 365 and 485, of Louisville, Ky., arranged for a joint meeting which was held in the hall of Adair Div., 365, with the following Divisions represented: 11, 39, 78, 165, 365, 455 and 485, this being the first time we had the pleasure of meeting with a Grand Officer in Div. 365 since the Division was organized in 1886. While we did not have as large an attendance as we would like to have had, under such short notice and disagreeable weather, we had a fair representation.

The meeting was quite interesting. Assistant Grand Chief Engineer H. E. Wills was introduced to the meeting by Bro Geo. Heffner, C. E. Div. 865, and made quite a lengthy talk on the financial and general conditions of the B. of L. E. since our last biennial convention at Los Angeles. We have every reason to believe the delegates attending the Los Angeles Convention did not make any mistake in giving our Grand Chief Engineer, W. S. Stone, three assistants, as we fully realize the conditions of the organization at the present time where it exists. Brother Wills also took up and made very impressive the question of non-attendance at meeting and showed very plainly the bad effect it had, which the members of the order who do not attend meeting do not fully realize. Brother Wills was followed by Brother Gabriel, of Div. 89, who made a lengthy talk on points of interest to the B. of L. E., which was quite interesting and gave us all some information on system federation as it was discussed and made it clear to all who did not fully understand it before. Brother Burgess, of Div. 78, spoke quite interestingly on the general welfare of the order, as did also Brother Phillips, C. E. Div. 165, Brother Craig, of Div. 89, and Brother Rae, of Div. 78. Brother Wills promised us another visit in the near future and would make his visit longer, which will be appreciated by all.

Fraternally yours,

G. L. SCOTT, F. A. E. Div. 865.

BRO. J. W. WORRELL, who has been holding the position of District Foreman for the past two years on the K. C. S. R. R., with headquarters at Mena, Ark., has tendered his resignation for the purpose of resuming his passenger run between Mena, Ark., and Stilwell, I. T. While Bro. Worrell held the position of foreman he insisted on everyone doing his duty, but never failed to do a favor whenever a chance presented itself, and many a time has put himself to considerable inconvenience to accommodate those working under him.

Bro. T. J. Clayton has been appointed to fill the vacancy made by Bro. Worrell's resignation. Bro. Clayton held the position of Traveling Air Brake Inspector between Kansas City and Port Arthur for some time, but resigned that position and took an engine to run again and up to the time of his late appointment was pulling local between Mena, Ark., and Spiro, I. T.

Bro. Bert Worrell was appointed Traveling Engineer between Kansas City and Mena about two years ago and still holds the position, and by strict attention to his duties, courteous and kind treatment, has

endeared himself to all with whom he has to deal.

Another Brother, Bro. R. F. Estes (Uncle Bob), for some time night foreman at Mena, afterwards transferred to Stilwell, I. T., where he is filling the position of Night Foreman with credit to himself and consequently satisfaction to the company and all concerned.

We are also in receipt of a letter from Bro. E. G. Bostwick who, up to a short time ago, was running an engine between Mena, Ark., and Shreveport, La., saying he has been appointed General Foreman and acting Traveling Engineer for the Montana R. R. Co., with headquarters at Lombard, Mont.

The above Brothers are all members in good standing of Div. 569, and Div. 569 feels justly proud at having so many of its members called to fill the above mentioned responsible positions.

Fraternally,
A Member of Div. 569.

BRO. JOHN BRUNTON, member of Div. No. 29, one of the old veterans in the B. of L. E., having joined the order in 1868, now 79 years of age, has retired from active service and has gone to the mountain home and loving care of his daughter, Mrs. Lehan, in Gunnison, Colo. Bro. Brunton worked for the Lake Erie, Pennsylvania Central and Big Four, going to Colorado 18 years ago, where he has since been employed.

In the harmony, peace and love of his new home, may his declining days be full of sunshine, a fitting culmination of a life faithful to duties and obligations, that have worked for the good of those who remain in the service he retires from.

EDITOR.

THE members of Marshall Pass Div. 199, Salida, Colo., feel justly proud that they are in a position to say they can duplicate Div. 290 in the way of promotions. Within the last three months three of its members were promoted to official positions on the Denver & Rio Grande Railroad. On March 1, 1905, Bro. E. G. Haskins was promoted from road foreman of engines to the office of master mechanic for the second and third divisions of the D. & R. G. R. R., with headquarters at Salida, Colo.

On March 1, 1905, Bro. F. K. Martenis was promoted to the position of road foreman of engines for the third and fourth divisions, comprising the whole Narrow Gauge System, with headquarters at Salida, Colo.

On March 1, 1905, Bro. J. O. Lasswell was promoted to the position of road foreman of engines for the second division, with headquarters at Salida, Colo.

Division 109 feels highly gratified, and is of the firm belief that the management has made no mistake in selecting these three engineers who are in every way qualified and fitted to fill the above positions to the satisfaction of both the company and the men. And while we, the members of Div. 199, extend to the management our appreciation for their kindness in promoting three of our members, we also extend to our Bros. Haekins, Martenis and Laeswell, our congratulations and support.

Fraternally yours,
GEO. E. Baldwin, F. A. E. Div. 199.

BRO. JOSEPH LILLY, a member of Div. 196, Macomb, Miss., has demonstrated his mechanical genius and fruitful application of his spare time by building an automobile. As would be natural the power of propulsion is steam. With a pressure of 250 pounds, five horse-power is developed. The *Summit, Miss., Sentinel*, says: "Mr. Lilly built it entirely with his own hands, guided by his ingenuity and mechanical knowledge. Everything about it except a few patent affairs are of his own make, but he possesses an automobile that in point of comfort, strength, endurance and elegance of equipment is equal to any auto in this section, and he is certainly to be congratulated upon the gratifying results of his genius and skill."

BEING located at Wilmington, Del., about thirty miles from my own Division, and not being able to get to Div. 109's meetings regularly, I frequently drop in on Div. 342's meetings, which as a rule are always entertaining, and no Brother who visits 342 will be able to say that he has not only been entertained, but instructed. This Division is officered by men who wear a crown of honor and live strictly up to the laws. Each and every position is filled with marked ability. Bro. Henderson, the Chief Engineer, is a man whose appearance would attract attention anywhere. He presides in a dignified and impartial manner. He has the hearty support of his members.

I would like to mention each officer, but our JOURNAL space is too valuable; however, I must say that it is easier for a camel to pass through the eye of a needle than it is to pass 342's guide, Bro. Randolph, if you are not entitled to do so.

The business of the Division is transacted in a businesslike manner; good order and decorum is the rule without constant admonitions from the Chief. It is indeed a pleasure to attend 342's meetings, principally on account of the cordial

reception extended not alone to visitors, but to the members.

Yours fraternally,
GEO. M. KERN, C. E., Div. 109.

ON May 1st, Bro. Sylvester G. Canney of Boston Div. No. 61, formally tendered his resignation as engineer on the Boston & Maine R. R., and retired after a continual service on the footboard dating from Oct. 1848, when he was employed as fireman, and from May 1, 1850, as engineer.

With the passing from active service of Bro. Canney, there recur many things, some of which deserve more than passing notice. Several different times in the columns of the JOURNAL there have appeared data in regard to him that bring out more or less tribute to his personality and respect which all who personally know him, hold in such high esteem. One of which we believe is none too good is that of May 5, 1900, when a reception was tendered him on his anniversary of fifty years of service as an engineer, at Ames Memorial Hall, Salem, Mass., and is given almost in full in the July number of the JOURNAL of that year. It might almost be said that all Salem turned loose to make the event a good one. The audience numbered among its constituents many of the officials of the road, the city government of Salem, and a large delegation of Brothers of our order, and the event has now become a part of the historic page in the annals of Salem.

We all wish Brother Canney all that is good, and that he may be with us for many years to come, to enjoy in good health his declining years, and we, his worthy acquaintances. Div. 61.

ODD FELLOWS' HALL, Ludlow, Ky., was the scene of a great bunch of amusement on the evening of April 26th, the occasion being the first annual ball given by B. of L. E. Div. 603. That every one present enjoyed himself does not begin to describe the merriment which will long remain in the memory of all present. A beautiful program was rendered, composed of twenty-five numbers, the last "Home, Sweet Home." Committee, F. W. Cleave, W. A. Saylor and Wm. Fleming. The above gentlemen deserve great praise for the untiring zeal and energy which they displayed to make the event a success.

Bro. Leighnor led the grand march and made quite a hit. Bro. Lenahan, from "The Jungles," was present, and performed several acrobatic stunts. Joe is very popular with the ladies. Bro. T. Sullivan couldn't deliver the goods; time was too fast, he claimed. He was given one year to limber up. Bro. Bohan was

one bunch of smiles. No wonder! A boy would tickle any of the Brothers. What say you, Bro Clause? Bro. J. Sullivan sold the highest number of tickets and will receive a fine gold watch and chain—aber nit. Bro. Gordon secured the medal for being the best dancer on the floor.

Viewed from a social and financial standpoint, the ball was a success in every detail. The floor managers, Bros Horn, Rohan, Drohan and Moore, weighing respectively 290, 280, 275 and 295, were all that could be desired. No, they do not belong to the Big Four; they are "home talent."

Although Div. 603 is in its infancy, it promises to be a full-grown helpmate to the Brotherhood, as the Brothers keep on a "hookin'." The meetings are now held Mondays at 1:30 P. M. All Brothers are cordially invited to partake of genuine Kentucky hospitality. **HICKENLOOPER.**

AMONG the many happy events that have occurred recently to brighten the pathway of our Brotherhood was that of the Union Meeting of Div. 520, held at East Toronto, Ontario, Canada, Wednesday April 19. The meeting was called to order promptly at 2:30 P. M., with Bro. Joseph W. Lamb, of the above Division, as presiding officer, who in a few well chosen words explained the object and aims for which the meeting was called, namely to consider the interests of the Brotherhood on the Grand Trunk Railway, and particularly so of their own immediate locality. After concluding his remarks, he introduced Bro. Deloss Everett, T. G. E., who was delegated to represent the Grand Office on this occasion, who responded in a well directed line of thought as to the present needs of the passing hour in our history. He gave a graphic description of the principles which we have adopted as the guiding star of our organization and said there was no fear of our future prosperity so long as we strictly adhere to the same.

Bro. George Mills, the veteran Chief Engineer of Div. 70, was then called upon and in a manner that stirred the hearts of all present, spoke of the achievements of the Brotherhood, both in the hours of adversity as well as those of prosperity. In listening to him, the writer was carried back to the days of long ago when Brother Mills with the early founders of the B. of L. E. were kindling the fires on the pioneer altars of that day, when it required hearts of oak to breast the storms of opposition that surrounded us at that time. When he closed he received an ovation that a Demosthenes might well be proud of.

The meeting was fortunate in having the pleasure of listening to Bro. Thomas Charton, of the C. P. R., who has been a delegate to some of our Conventions. He took up the question of what was necessary at this present time to perpetuate the interests of our association. That he handled it in a masterly manner was evident from the approval it met with at the hands of his hearers.

It would be a pleasure to mention all that were present. Notable among the gathering were Bro. T. S. Looney, the efficient F. A. E. of Div. 520, and Bros. Walter Caruthers, Peter MacLuckie and George Brown. The meeting was certainly an interesting one, which no doubt will be the beginning of a new and brighter history in our organization on the Grand Trunk.

In the evening, at 7:30, we were given a banquet in Snell's Hall, by the ladies of East Toronto, who comprise the mothers, wives and daughters of our Brothers at that place. As usual they covered themselves with glory, for the feast of good things they spread before us would have done honor to King Edward or President Roosevelt, and was thoroughly enjoyed by all who had the pleasure of being present. After the banquet, we were entertained by the following program, with Bro. Joseph W. Lamb as master of ceremonies; but this sketch would be incomplete without paying our tribute of respect to Mr. E. M. Cook, the very efficient Secretary of the Railway Y. M. C. A. at this point. His address on this occasion was not only a credit to himself, but an honor to the cause he represents. It was simply full of those thoughts that lead to a higher and better manhood, and he made a hit about the Imaginary Line between Canada and the United States that is worth remembering.

Opening Address Deloss Everett, T. G. E.
 Piano Selection... Miss Bertha J. Davidson, A. T. C. M.
 Reading..... Miss Jennie McKibbin.
 Scotch Song..... Bro. Peter MacLuckie.
 Song..... Mrs. W. Pettigrew.
 Recital..... Miss A. Frett.
 Duet..... Misses Mary and Florence Lamb.
 Piano Selection..... Miss I. Westlake.
 Song..... Mr. Joe Lenord.
 Reading..... Miss I. Sands.
 Song..... Miss M. Thompson.
 Address..... E. M. Cook, Y. M. C. A. Secretary.
 Recital..... Miss A. Frett.
 Song..... Miss Lou Blaylock.
 Reading..... Miss Ida Modeland.
 Song..... Mr. Thomas Davidsou.
 Life's Railway to Heaven (Duet—by request)
 Misses Mary and Florence Lamb.
 God Save the King..... The Whole Audience.
 A VISITOR.

ON SUNDAY, May 14, the usual semi-annual Union Meeting of the B. of L. E. on the N. Y. C. & H. R. R. was held

in Syracuse Every Division on the system was represented at the morning session by 175 members, and the afternoon session by 255, many Brothers in the west end not being able to get to the meeting in the morning.

The Grand Chief Engineer was with us. General Chairman Watson was chosen presiding officer. Brother Wanner was secretary. The meeting got to business at 10 o'clock, with the question of the pensioning of the old or disabled men. Different views and ideas from as many different Brothers were presented and fully discussed, and the matter finally referred to the Standing Committee on Pensions.

A second proposition of importance came up: the hours and rate of pay for engineers on switching engines in yard service. The matter was fully and ably discussed by the Brothers, each from his own standpoint, and from the diversity of opinions, a conclusion was reached and, by a vote, referred to the General Committee of Adjustment to present to the company at the next convening of the committee.

Many subjects were brought forward by Brothers and discussed more or less. Whilst nothing came out of these discussions, they helped to produce the very effect for which Union meetings are and should be called; that is, an exchange of ideas and the bringing out just what the "other fellow" wants. Time devoted to Union Meetings is well spent. The Pennsylvania Railroad Brothers hold one every fifth Sunday at some point on their system; each meeting takes in territory within 100 miles' radius of place of meeting.

As the hour of noon approached, Bro. Jim Delaney, of Div. 145, seemed to be on the anxious seat, and just about when he arrived at the point of slopping over with the fullness of his thoughts, a messenger handed a card to the chairman, who brought down the gavel. The silence was—well! it was silence visible. The chairman announced that dinner, prepared by the Sisters of the G. I. A. of Syracuse, would be ready for inspection at 12:30 in the banquet hall of the building. Bro. Jim lost his inspiration in his desire for inspection, and we don't know what we lost.

Shortly after the opening of the afternoon session, at 1:30 o'clock, the Grand Chief Engineer spent nearly two hours (and well spent withal) in making plain the matter on the N. H. & H. R. R., and the end of it; also, why the charter of Division 105 was suspended, and what would be done to protect the interests of the members of that Division, who were only *passive* actors in the affair.

The Grand Chief was listened to with interest and frequent applause. At the conclusion of his remarks, a resolution was offered and seconded by half a score to approve of and indorse his course in the two cases, but he objected to the adoption of the resolution on the grounds that the matter would be fully brought out at the next convention, and he was willing to await the action of that body.

Bro. Shandy Maguire was present and gave the meeting his usual sendoff. He did not talk long, but, oh dear! Well, what is the use of saying anything about Shandy? Suffice it to say, the janitor's wife will not have to buy any suspender buttons some time to come.

The Ladies' Auxiliary are about in the same boat as Bro. Shandy, or, a better comparison, the "Queen of Sheba" in her replies about King Solomon, "The half of his glories have not been told me."

The sleeping car company furnished one of their latest up-to-date coaches to the New York delegation at nominal rates.

Mr. Editor, I'm going to stop.

Faternally, E. J. RAUCH.

ON May 9th the members of Collinwood Div. No 3, assisted by the ladies of the G. I. A., gave a grand ball, which proved an unqualified success. The Grand Officers had been favored with complimentary tickets and Grand Chief W. S. Stone and wife, F. G. E. W. B. Prenter, wife and daughter, S. G. E. C. H. Salmons and wife, and the President of the Insurance Department, W. E. Futch, wife and daughter, were present and had considerable share in the prize contest to decide which was the best looking young lady, the measure of beauty being decided by the number of dollars for tickets sold.

The hall is quite spacious and it was estimated that there were more than 600 dancers present, Toledo, Buffalo and intermediate towns on the Lake Shore being represented. The music was excellent and the grand march made an imposing spectacle. There were twenty-four numbers on the program and of a diversified character to suit all present, and the ladies and gentlemen present were so well balanced that sets were quickly formed and little time lost.

The ladies provided an excellent supper, which they began to serve at 10 P. M. and continued until all hunger was appeased; supper tickets, 50 cents a couple.

The prizes were given out after the twelfth number on the program, and of course there was great interest, for there had been earnest work for each candidate.

The first prize, a beautiful diamond ring, was awarded to Miss Nellie Roof; the second, a handsome gold watch, to

Miss Bathia Watson; the third, a diamond ring, to Miss Ruby Wankey. The financial result of the ball was a net gain of \$285 to the treasury of Div. No. 3.

The dancers continued to enjoy themselves until the last number, all seeming exceedingly well pleased with the evening's entertainment, and the members of Div. No. 3 and the ladies of the auxiliary may well feel proud of the result, and of their committees who made it possible. This credit is due to Bro. R. G. Shepard and the following committees:

Reception Committee, C. J. Pinckney, Adam Hoffman, C. P. Rowley, W. H. Green, L. B. Hall, Geo. Clemens, D. A. Carver, Jesse Wolf, Jack Corlett. Master of Ceremonies, J. H. Du Ross. Floor Director, J. C. Griffin. Floor Managers, F. Rosecrans, W. F. Storey. Prize Committee, J. R. Garner, W. T. Wade, C. E. Rush. S. H. C.

Now, Brothers, do not stare at the word Creston just because you have never heard anything from Creston before, for I can assure you if you ever come here once you will never forget us. Creston is located on the main line of the C. B. & Q., and is the division point of the West Iowa, and also the home of B. of L. E. Div. 642, and Auxiliary Div. 841, the two liveliest Divisions in the state. Our Division is young in age, but old in experience. We have only been organized a little over a year and our goat has performed his labor so successfully that we now have a strong Division.

On the first of May Div. 642 and Div. 841, G. I. A., gave their first annual ball and the decided social success of the event is a guarantee as to the future success of annual parties to be given by these orders. The decorations were something unique and magnificent. From every available point were suspended clusters of bunting and flags. In each of the windows were white, red and green flags. In the northwest corner of the hall was a most realistic representation of the fore part of an engine, No. 642, equipped with an actual engine bell, and on the pilot were green lights and flags indicating that another ball would follow next season.

At 9 P. M. Bro. Geo. Hawker took charge of engine 642 and by the ringing of the bell, warned all to clear the track for the dancing of the May pole by twelve little Brotherhood boys and girls. The little folks certainly did themselves proud. The perfect drilling of the children was due to Brother Davis, Abbott and Yant. The performance was greeted by much applause. The grand march, led by Mr. and Mrs. L. C. Abbott and Mr. and Mrs. M. J. Miller, followed, at the conclusion

of which the children were again repeatedly called for and again gave their performance of wrapping the May pole.

The orchestra consisted of seven pieces and was directed by Bro. Ed Davis, and the music was everything that could be desired; and when it is known that the music was fine and the floor perfect, it is easily understood why the first annual ball of the B. of L. E. was pronounced such a decided success.

Among the out-of-town guests were Mr and Mrs. J. Dalton, Ottumwa, Ia., Bro. J. L. Kelsey, Galesburg, Ill., and Bro. A. Fitzpatrick of El Paso, Tex.

Fraternally yours,
M. J. MILLER, Cor. Sec. Div. 642.

THE Legislative Board of the state of Wisconsin, while convened at the Capitol in Madison, in May, after an afternoon's session with the Senate Committee, and on our return to the Avenue Hotel, were told by the clerk that a few wives of engineers would like to have us call at the G. A. R. Hall, which adjoins the hotel. Not knowing what was in store for us we went to the hall in question, and you may know how surprised we were on entering to see a long table loaded down with strawberries and cream, cakes and coffee, and all things that go to make one of those most enjoyable joys that there are, and the smiling faces of seventeen sisters, members of Monona Div. No. 238, as follows: President, Mrs. H. Johnson, Mesdames J. Dunn, L. Lamphere, J. F. Mills, J. F. Wilson, T. Scott, F. Rodger, McDermott, McShane, J. Lewis, L. Torgerson, M. Comeford, M. Standard, M. Lynne, J. Culbertson, J. Harrington and C. S. Wilber. We were seated at the table and many were the kind things that were said. After the sumptuous meal was over and the Brothers had helped the Sisters wash the dishes, in their good old way, we were invited up to their hall. The gathering was called to order by the president, Mrs. H. Johnson, and the Brothers called upon to make some remarks and they responded as best they could, and then the Sisters were called on in turn and many words of kind advice and encouragement were uttered by them, and such words as only can be said by our co-partners in life and wives and sisters of the G. I. A. How sweet it is to think that we have a sister organization, to plan and bring about such enjoyable features as this. We are in want of words to express our sincere thanks to the Sisters for this so unexpected pleasure of all. After all had their say, dancing was enjoyed in, in the good old-fashioned way. Therefore be it

Resolved, By the Legislative Board of Wisconsin, in session, that a vote of thanks be sent to Monona Division, No. 238, and

that this be sent to the JOURNAL, to be given a place in the good events of the season, and we hope that more things of this kind will follow.

C. S. WILBER,
JOHN MARKS,
R. C. MILLER,
JAS. O'LEARY, Com.

A VERY impressive union memorial service was held in Worcester, Mass., on Sunday, May 14, under the auspices of B. of L. E. Div. 64, and G. I. A. Div. 224, B. of L. F. Lodge 73 and L. S. to the B. of L. F. 94, the Committee of Arrangements being made up of an equal number from each order. For the B. of L. E., Bros. T. B. Wardwell, E. C. Smith, C. G. Chaffin; B. of L. F., F. A. Symonds, A. E. Abbott, E. J. Saxby, with Bros. T. B. Wardwell, B. of L. E., Chairman and F. A. Symonds, B. of L. F., Secretary Joint Committee.

More than 300 people were present by invitation. Including the families of the members of the organization and of the dead members, also invited friends of members.

The service consisted of songs, piano and violin music and an address by Hon. A. S. Roe. At the opening "The Dead March" was played by Miss Emily Wardwell on the piano.

The Chaplain of the B. of L. F. read the opening prayer. Then the Chairman, Theodore B. Wardwell, explained the purpose of the meeting and gave a brief history of the two brotherhoods, and then called the names of the 23 members of Div. 64, who have died since January 1876, and Bro. F. A. Symonds, Master of Lodge 73, called the roll of the 10 members deceased since the beginning of 1886, which indicates the period of their organization in Worcester.

The Chairman then introduced Mr. Roe, who said:

"I wonder if our friends here have ever considered how little is thought or known about the engineers and firemen except by the men within their own circle. They are the men who put the life into the locomotive, the engine of all others that moves civilization, and without which civilization would go back to the darkness of the early ages. Take the locomotive out of the world and there would come a stygian darkness, fearful to contemplate.

"I want to recall with you that roll call. Do you remember how many were recorded as killed? All of us are apt to die. It is natural for men to die. But to be killed, to die before, in the natural state of affairs, we would; not all of us are apt to meet such a fate, and none of us court it. These men by the very nature of their work face it in the execution of their duty, for what great dangers lurk in the path of him who runs a locomotive

and of him who fires it. Of that list of 33 names seven met death at duty. Seven were killed. Think of it. More than one in five, if you please, came to an untimely death. If this is true of their work are they not fit subjects for the esteem, our respect, yes, the love of their fellow men?

"I expect neither the army, the navy, the police nor any other class of people. There is not a better disciplined set of men on earth today than the engineers and firemen."

Mr. Roe made a splendid address highly complimenting both the engineer and fireman, and in closing paid a tribute to the memory of the former Grand Chief Engineer of the National Brotherhood, Chief Arthur of Cleveland, whom he classed as one of the greatest leaders the country has produced.

The chaplain read the closing prayer and Chairman Wardwell adjourned the meeting.

The decorations consisted of the colors of the two orders and three handsome bouquets. The colors were placed about the charters, and a bouquet was placed on each charter and a piece of mourning crepe was draped about the charter frame. The engineers' charter was to the right of the presiding officer's chair, and the firemen's to the left, with the representative of the firemen's brotherhood, F. A. Symonds, sitting at the left of Chief Engineer Wardwell, just as they would work on an engine.

ADOPTED at the regular meeting of Div. 512, B. of L. E., East St. Louis, Ill., Sunday, May 7, 1905:

WHEREAS, Our former Trainmaster, Mr. F. M. Jones, of the Centralia District, having been promoted to Superintendent of the Omaha Division, at Fort Dodge we, the Committee appointed by the engineers of Division 512, B. of L. E., wish to express our high appreciation of his valuable service and pleasant relationship which existed between Mr. Jones and the engineers, believing that we have lost a friend, and the community a citizen of deserving respect.

Resolved, That we heartily commend Mr. Jones to all with whom he may come in contact in his duties as Superintendent, as we have always found him to be a gentleman of the highest integrity. Therefore, we wish for him the greatest success in his upward path of life.

Resolved, That a copy of these resolutions be furnished Mr. Jones, and a copy inserted in the B. of L. E. JOURNAL.

Signed,
J. C. RADSPINNER,
E. H. POPE,
G. WINNING, Committee.

ON APRIL 20, at a regular meeting held by Div. 563, Cranbrook, B. O., a vote of thanks was extended to Brothers J. A. Miller, C. E. and C. F. Hobart, F. A. E. of Div. 147, Spokane, Wash., for the kindness shown Bro. H. R. Heath, of Div. 563, during the sickness and death of his son.

Fraternally yours,
THOS. WARDMAN, F. A. E. Div. 563.

SPECIAL NOTICES.

The traveling card of Bro. C. W. Hyde has been lost. If presented please take up and forward to Bro. Robert Skinner, F. A. E. Div. 246, 604 William street, Evansville, Ind.

If Edward McClintick, who was employed on the U. P. in Wyoming in 1886-87, will correspond with Mr. James Vine, 600 20th street, Denver, Colo., he will hear something to his advantage.

Will Mr. J. C. Jones, who when last heard from was running an engine in North Dakota, please correspond with his brother, Mr. E. S. Jones, Lexa, Ark.?

The traveling card issued to Bro. M. Murray, May 1, 1905, was lost on his way to Cleveland, O. If presented for favors, it should be taken up and forwarded to Bro. J. F. Freeman, F. A. E. Div. 372.

The traveling card issued to Bro. Andrew Milon, member of Div. 434, April 15, has been lost. If, presented please take up and forward to Bro. J. H. Evans, C. E. Div. 434.

Will George Tice, who was running an engine in Louisiana a year or so ago, please correspond with his father, Bro. Chas. Tice, member of Div. 332, care J. T. Zimmerman, 610 Wright avenue, Augusta, Ga.?

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Staples, Minn., April 7, killed in collision, Bro. Robert Murray, F. A. E. of Div. 144.

Mattoon, Ill., April 20, Bro. Walter Kroff, member of Div. 37.

Montgomery, Ala., April 18, Bro. W. N. Blackmon, member of Div. 332.

Clinton, Ill., April 18, cancer, Bro. Chas. C. Dewey, member of Div. 315.

New Haven, Conn., April 17, killed by engine turning over, Bro. Wm. Horan, member of Div. 77.

Mattoon, Ill., April 23, killed in wreck, Bro. Harry Honodle, member of Div. 37.

Quebec, Can., April 14, blood poisoning, Bro. Chas. Lalumiere, member of Div. 388.

Meridian, Miss., April 19, killed in wreck, Bro. J. J. Mead, member of Div. 537.

Washington, D. C., April 23, killed in wreck, Bro. Truman D. Beckett, member of Div. 160.

Indianapolis, Ind., April 24, engine jumping the track, Bro. James McLain, member of Div. 492.

Boston, Mass., Jan. 7, Bro. J. A. Ross, member of Div. 312.

Chicago, Ill., April 28, tuberculosis, Bro. D. B. Annan, member of Div. 302.

Crookton, Ariz., April 24, killed in wreck, Bro. Jos. Richter, member of Div. 134.

Winslow, Ariz., Dec. 31, 1904, Bro. Thomas Blackwood, member of Div. 134.

Ft. Worth, Tex., April 13, consumption, Bro. E. W. Holloman, member of Div. 595.

Thayer, Mo., March 29, pneumonia, Bro. M. Mewhiney, member of Div. 595.

Omaha, Neb., April 13, heart failure, Bro. Frank A. Goodsell, member of Div. 183.

Lake Charles, La., April 24, heart failure, Bro. Thos. Foley, member of Div. 132.

Indianapolis, Ind., March 13, Mrs. Louise Martin, mother of Bro. A. E. Martin, C. E. of Div. 492.

Crestline, O., April 6, Bro. E. R. Colvin, member of Div. 306.

Houston, Tex., April 29, killed in wreck, Bro. Harry Canterbury, member of Div. 139.

Oakland, Cal., April 29, Bro. J. M. McGuire, member of Div. 283.

Brooklyn, N. Y., May 2, Bro. J. D. Clifford, member of Div. 54.

Madison, Wis., May 3, Bro. Dan Sage, member of Div. 73.

Creston, Ia., April 24, killed, Bro. W. I. Henry, member of Div. 192.

East Syracuse, N. Y., April 15, pulmonary tuberculosis, Bro. J. G. Kort, member of Div. 288.

Youngstown, O., April 29, drowned, Joseph Earl McCartney, son of Bro. J. E. McCartney, member of Div. 290.

Seymour, Ind., May 3, neuralgia of brain, Bro. Wm. T. Wagner, member of Div. 39.

St. Paul, Minn., April 3, Bro. J. H. Murphy, member of Div. 333.

Ashtabula, O., May 5, Bro. C. L. Todd, member of Div. 260.

Silsbee, Tex., April 30, killed in wreck, Bro. D. D. Barfield, member of Div. 636.

Retreat, Pa., March 11, Bro. James Callahan, member of Div. 263.

Wilkes-Barre, Pa., March 28, typhoid fever, Bro. John Brennen, member of Div. 263.

Memphis, Tenn., May 7, Bro. Jos. O'Leary, member of Div. 23.

Winnipeg, Man., May 6, apoplexy, Bro. John Harrison, member of Div. 76.

Valley Junction, Ia., March 3, Bro. O. Fellows, member of Div. 525.

Grand Rapids, Mich., May 7, Bro. C. P. Lovejoy, member of Div. 286.

Goshen, N. Y., May 5, Bro. L. E. Coleman, member of Div. 54.

Martinsburg, W. Va., May 7, Bright's disease, Mrs. Mary E. Brantner, wife of Bro. Frisby T. Brantner, member of Div. 332.

Pittsburg, Pa., May —, diphtheria, Bro. Thos. McClelland, member of Div. 325.

Jersey City, N. J., May 27, pleuro pneumonia, Bro. Geo. A. Aughter, member of Div. 53.

Jersey City, N. J., May 9, typhoid fever and appendicitis, Bro. Chas. Creevey, member of Div. 53.

Albany, N. Y., April 30, engine slipping while oiling, Bro. Emanuel Sicker, member of Div. 46.

Albany, N. Y., May 8, paralysis, Bro. Stephen Hefferman, member of Div. 46.

Chicago, Ill., May 9, Bro. Geo. Daniels, member of Div. 96.

Charleston, S. C., April 2, collision, Bro. T. M. Conlon, member of Div. 340.

Charleston, S. C., April 6, Bro. A. T. Reed, member of Div. 340.

Charleston, S. C., April 15, cancer of the liver, Bro. C. Baum, member of Div. 340.

Houston, Tex., April 22, abscess of the liver, Bro. E. J. Keegan, member of Div. 366.

Harrisburg, Tex., May 7, killed in wreck, Bro. Francis E. Fox, member of Div. 366.

Ottawa, Ont., May 14, Bro. N. Gadois, member of Div. 168.

Denver, Colo., May 7, appendicitis, Bro. James Allphin, member of Div. 44.

Pueblo, Mex., April —, Bro. E. J. O'Neil, member of Div. 180.

ADMITTED BY TRANSFER CARD.

Into Division—

302—Robert J. Turnbull, from Div. 10.

637—Louis Balonne, from Div. 134.

372—G. G. Ellsworth, from Div. 304.

462—Jessie L. Brown, from Div. 630.

660—E. C. Lynch, A. Peterson, A. V. Sober, from Div. 126.

Into Division—

- 660—G. M. Rives, from Div. 569.
Thos. Combs, from Div. 242.
G. M. Morton, from Div. 502.
161—L. A. Dixon, from Div. 578.
486—John Cullen, from Div. 70.
360—D. J. Wren, H. G. Auld, from Div. 255.
39—Ellsworth Lloyd, from Div. 165.
569—M. G. Back, from Div. 539.
290—A. C. Hebert, from Div. 395.
571—John H. Donahue, from Div. 669.
224—F. C. La Bayne, from Div. 578.
J. N. Mitchell, from Div. 197.
492—Isaac N. Daniel, from Div. 361.
86—Chas. D. Maddox, from Div. 119.
433—J. Wandeklepick, from Div. 134.
50—A. Cabbage, from Div. 437.
435—W. H. Lewis, from Div. 339.
F. W. Farmer, from Div. 368.
H. C. Smith, from Div. 511.
7—James H. Kerwin, from Div. 582.
614—R. J. Miller, from Div. 199.
664—Wm. Hanson, W. C. Bullard, from Div. 161.
Geo. L. Dunann, from Div. 12.
520—John Austin, Thos. Modeland, from Div. 240.
208—John W. Bridge, from Div. 651.
Chas. E. Colson, from Div. 120.
84—J. H. Ambrose, from Div. 352.
283—A. A. Houghton, from Div. 136.
670—R. A. Haukamer, from Div. 566.
218—Kellogg Austin, from Div. 69.
386—C. S. Lewis, from Div. 332.
H. B. Young, J. H. Dunbar, from Div. 368.
P. C. Jurdon, from Div. 436.
W. C. Adams, from Div. 156.
438—E. Sweeney, from Div. 289.
583—B. F. Sage, from Div. 290.
37—James Gill, from Div. 111.
499—T. C. Meikle, from Div. 595.
672—R. W. Darden, from Div. 537.
Frank Mills, from Div. 99.
R. L. Moore, from Div. 285.
204—Edward Beaulien, from Div. 388.
77—F. Secor, from Div. 225.
A. F. Wildemuth, from 8.
126—J. C. Lockard, from Div. 6.
386—J. K. McCraney, from Div. 409.
410—Jos. Chambers, C. W. Boyer, from Div. 577.
A. L. Comstock, from Div. 609.
265—J. Goodwin, from Div. 498.
552—A. J. Smith, from Div. 479.
383—Milo Cantwell, from Div. 286.
391—A. A. Lindsley, from Div. 146.
477—J. L. McGulre, from Div. 284.
547—H. G. Edwards, from Div. 309.
84—J. K. Smith, from Div. 95.
474—Edward Rouen, Samuel Howat, Chas. P. Levee, from Div. 494.
155—W. F. Remington, from Div. 237.
F. H. Anderson, from Div. 567.
C. E. Becker, from Div. 123.
463—T. E. Sawyer, from Div. 489.

WITHDRAWALS.*From Division—*

509—D. B. McGee.

From Division—

76—J. G. Jonah.

REINSTATEMENTS.*Into Division—*

- 1—John Evans.
443—W. F. Corcoran.
332—A. S. Strickland.
236—D. S. Pierce.
354—Charles Barker.
145—Wm. J. Branson.
238—Austin Kellogg.
602—M. W. Sullivan.
242—J. D. Jones.
B. H. Farmer.
290—B. F. Sage.
271—J. P. Smith.

Into Division—

- 531—Wm. Donner.
437—John Carr.
108—James H. Skiles.
265—Robt. L. Murrell.
286—Milo Cantwell.
281—C. H. Burnell.
500—Geo. W. James.
565—Harry P. Clark.
155—G. H. Badenhausen.
463—John W. Brown.
8—A. F. Wildemuth.
197—H. A. Donaldson.

Into Division—

- 19—Wm. Johnson.
33—John Edwards.
159—R. M. Burkhardt.
312—C. B. Merrell.
23—Thos. A. Hudson.
187—W. L. Simpson.
124—H. A. Carcand.

Into Division—

- 363—F. E. Yonkers.
559—J. E. Williams.
447—M. V. Felt.
248—Ralph Gardner.
449—J. M. Goolsby.
527—L. F. Schirk.
237—W. H. Buttmore.

EXPELLED.**FOR NON-PAYMENT OF DUES.***From Division—*

- 342—James B. Irwin.
606—Frank Reynolds.
50—Willett Hegeman,
Geo. Ridenaur,
J. S. Marten,
P. F. Freisch,
J. R. Baker,
E. F. Kauffman.
251—Frank Leason,
W. L. Blount.
323—Samuel D. Austin.
95—J. Dugan.

From Division—

- 571—James Pixton.
159—Lee Vorhees.
Seth Hanchett.
409—W. T. Clark.
276—Moses Halderman.
George Heffron,
Jas. H. Shafer.
306—Chris. Weber,
John Whittle.
525—Edward Flick.
46—Daniel P. Cohan.

FOR OTHER CAUSES.

- 177—E. R. Winsted, drunkenness.
69—Bert Watts, Albert J. Miller, non-payment of dues and forfeiting insurance.
178—John V. Marquis, unbecoming conduct.
571—Victor R. DeGroff, non-payment of dues and forfeiting insurance.
224—R. B. Williams, non-payment of dues and violation of obligation.
216—A. E. Simpson, failing to carry insurance.
234—Chas. Barry, non-payment of dues and forfeiting insurance.
237—Corda Brookhouse, non-payment of dues and failing to take out insurance.
565—Henry Mola, non-payment of dues and forfeiting insurance.
422—B. W. Jacobs, non-payment of dues and forfeiting insurance.
182—Mike Butler, non-payment of dues and forfeiting insurance.
146—J. V. Long, non-payment of dues and forfeiting insurance.
383—G. W. Mock, violation of obligation.
258—Defunct—John Daugherty, from Div. 258 by Div. 515, May 3, 1905, for non-payment of dues and forfeiting insurance, by order of the Grand Chief.
Defunct—G. W. Ramsay, of Div. 258, expelled May 3, 1905, by Div. 515, for non-payment of dues and engaging in saloon business, by order of the Grand Chief.
12—A. Z. Becker, forfeiting insurance.
Joseph L. Miller, not taking out insurance.
202—Gowan Wilson, forfeiting insurance.
514—Fred Glass, non-payment of dues and forfeiting insurance.
14—Ed. Brown, for intoxication.
5—Thos. Brennan, forfeiting insurance.
601—Howard Mulford, forfeiting insurance.
257—N. E. Reinart, engaging in saloon business.
477—R. H. Burg, J. S. Wilson, non-payment of dues and forfeiting insurance.
84—D. W. Goodson, non-payment of dues and forfeiting insurance.
95—H. J. Taylor, non-payment of dues and forfeiting insurance.
H. E. Heckinger, forfeiting insurance.
C. L. Heckinger, R. Urmaton, non-payment of dues and not taking out insurance.
Wm. Strode, non-payment of dues and violating obligation.

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This preparation is not set forth as a panacea for every ill, but is a specific for and a radical cure for all forms of Rheumatism, Lumbago, Neuralgia of the Stomach, Bowels, or any part of the body. It is unequalled for the cure of Kidney Disease, Gravel, Catarrh of the Bladder, and for neutralizing and expelling all sediment or albumen from the urinary channels, and to eradicate all impurities of the blood. It is purely a vegetable compound, free from all drugs, acids and alcohol, and can be taken with perfect safety by all regardless of any conditions as to diet, or exposure to all kinds of weather.

GEO. R. DORITY, No. 6 School St., Charlestown, Mass.

Sole Agent for New England States.



Bro. Geo. R. DORITY,
Grand Chaplain, B. of L. E.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have renewed our arrangement with the Webb C. Ball Watch Co., Cleveland, O., for an unlimited number of watches as premiums; watches that are guaranteed to be O. K. in every respect, and will be given as premiums under the following conditions:

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$20.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard, 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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Official Notice of Assessments 907-910.

SERIES F.

OFFICE OF ASSOCIATION, Room 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, June 1, 1905. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS. :—You are hereby notified of the death or disability of the following members of the Association :

Five Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of

money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst.	Name.	Age.	No. of Div.	Date of Admission	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
857	Wm. E. Welshaus	47	325	Feb. 2, 1888.	Feb. 26, 1905.	Asthma.....	\$1500	M. E. Welshaus, w.
858	F. A. McCormick	35	378	June 16, 1902.	Mch. 9, 1905.	Killed.....	1500	Rose McCormick m.
859	Edw. J. O'Neil	35	180	Oct. 15, 1903.	Mch. 19, 1905.	Malaria.....	1500	Mrs. R. McCormick
860	W. F. Hale	43	202	Apr. 1, 1837.	Mch. 27, 1905.	Pneumonia.....	1500	Mrs. Millie Hale, w.
861	Chas. E. Bowe	39	606	Dec. 7, 1904.	Mch. 28, 1905.	Killed.....	1500	Jno. Bowe, brother.
862	Chas. R. Carling	30	30	June 7, 1904.	Apr. 1, 1905.	R. E. removed.....	1500	Self.
863	F. W. Dimond	39	61	July 23, 1901.	Apr. 4, 1905.	Alcoholism.....	750	M. G. Dimond, f.
864	Jno. Nezzler	42	213	Jan. 24, 1892.	Apr. 8, 1905.	Killed.....	1500	Verner C. Nezzler, s.
865	D. E. Gillis	42	232	Nov. 16, 1902.	Apr. 8, 1905.	Killed.....	3000	Mrs. M. Gillis, w.
866	John Cosgrove	39	421	Dec. 12, 1900.	Apr. 9, 1905.	Cirrhosis of liver.....	750	Mrs. H. Cosgrove, w.
867	Chas. Lalumiere	59	288	Apr. 2, 1887.	Apr. 14, 1905.	Blood poison.....	1500	R. Lalumiere, w.
868	Theo. Smock	43	43	Jan. 30, 1891.	Apr. 14, 1905.	Right leg ampt'd.	4500	His lawful heirs.
869	C. H. Baum	38	340	May 27, 1889.	Apr. 15, 1905.	Cancer.....	1500	Self.
870	Jno. Chilcott	38	254	Dec. 9, 1893.	Apr. 15, 1905.	Left leg ampt'd.	1500	Self.
871	J. E. Wheler	38	74	Feb. 14, 1838.	Apr. 17, 1905.	Paresis.....	1500	Mrs. M. A. Wheler, w.
872	Wm. Horan	38	77	Nov. 2, 1891.	Apr. 17, 1905.	Killed.....	1500	Mrs. J. Horan, w.
873	Dan'l A. Scudder	74	109	Dec. 31, 1882.	Apr. 17, 1905.	Heart disease.....	3000	{ M. J. Scudder, w. Elizabeth Cox, d.
874	W. N. Blackman	27	332	Aug. 18, 1901.	Apr. 18, 1905.	Typhoid fever.....	3000	Wm. S. Blackman, f.
875	C. C. Dewey	55	315	July 13, 1890.	Apr. 18, 1905.	Cancer.....	1500	Mrs. J. C. Dewey, w.
876	J. G. F. Korb	40	288	Feb. 7, 1893.	Apr. 18, 1905.	Tuberculosis.....	1500	Mrs. J. G. F. Korb, w.
877	R. Hammond	41	589	Apr. 20, 1902.	Apr. 19, 1905.	Pneumonia.....	750	A. R. Hammond, w.
878	Jno. Mead	31	537	May 15, 1900.	Apr. 19, 1905.	Killed.....	1500	Mrs. Mead, s.
879	E. J. Jones	53	29	July 19, 1898.	Apr. 19, 1905.	Pneumonia.....	3000	Mrs. M. L. Jones, w.
880	W. F. Krapf	38	37	Mch. 28, 1895.	Apr. 21, 1905.	Heart failure.....	3000	Mrs. Jane Krapf, m.
881	Geo. Hurst	49	366	May 31, 1890.	Apr. 22, 1905.	Left arm ampt'd.	1500	Self.
882	E. J. Keegan	41	366	May 31, 1890.	Apr. 22, 1905.	Abscess of liver.....	3000	Mrs. Nellie Horal, s.
883	T. A. Beckett	49	160	Apr. 19, 1891.	Apr. 23, 1905.	Killed.....	1500	Mrs. K. E. Beckett, w.
884	H. Honodle	31	37	Aug. 4, 1901.	Apr. 23, 1905.	Killed.....	1500	Mrs. A. Honodle, w.
885	Wm. Henry	44	192	Aug. 16, 1902.	Apr. 24, 1905.	Killed.....	1500	Mrs. Lizzie Henry, w.
886	Jas. M. McClain	32	492	Feb. 16, 1900.	Apr. 24, 1905.	Killed.....	1500	Nellie McClain, w.
887	Geo. R. Arnold	31	523	Sept. 17, 1901.	Apr. 25, 1905.	Killed.....	3000	Endora N. Arnold, w.
888	C. A. Cotta	49	289	Mch. 28, 1892.	Apr. 25, 1905.	Killed.....	3000	Lizzie F. Cotta, w.
889	E. T. Rosette	48	425	Nov. 5, 1898.	Apr. 26, 1905.	Heart disease.....	3000	Isabella Rosette, w.
890	Paul A. Peterson	53	149	April 22, 1892.	Apr. 26, 1905.	Cerebral thromb'sis	3000	Children.
891	Geo. T. Aughter	47	53	Sept. 20, 1891.	Apr. 27, 1905.	Pneumonia.....	1500	{ Geo. D. Aughter, H. A. Aughter, sons.
892	Smith C. Mays	37	289	Jan. 6, 1901.	Apr. 27, 1905.	Consumption.....	1500	Mrs. Nellie Mays, w.
893	Thos. Casey	37	469	Aug. 18, 1904.	Apr. 27, 1905.	Killed.....	1500	Mrs. Annie Casey, w.
894	David Armon	44	302	Jan. 13, 1893.	Apr. 28, 1905.	Tuberculosis.....	1500	Mrs. D. B. Armon, w.
895	H. Cantebury	37	139	Nov. 12, 1900.	Apr. 29, 1905.	Killed.....	3000	Louisa Cantebury, w.
896	Law'ce Kittrick	40	536	Dec. 23, 1900.	Apr. 30, 1905.	Shot.....	750	Pat'k Kittrick, bro.
897	E. Sicker	53	46	Mch. 24, 1900.	Apr. 30, 1905.	Killed.....	1500	Mrs. Jane Sicker, w.
898	H. E. Sherwood	42	342	Feb. 12, 1893.	May 1, 1905.	Killed.....	3000	Children.
899	Dan'l Sage	51	73	Dec. 18, 1882.	May 3, 1905.	Presenile demen'a.	1500	Mrs. Mary Sage, w.
900	Wm. Wagner	34	39	April 25, 1904.	May 3, 1905.	Paralysis.....	1500	Hannah Wagner, w.
901	C. L. Todd	56	260	May 4, 1887.	May 3, 1905.	Chronic nephritis.	1500	Emma J. Todd, w.
902	Edison Coleman	72	54	Jan. 13, 1865.	May 5, 1905.	Acute yel. at y'liv'r	3000	May H. Coleman.
903	Wm. Finnegan	60	460	May 1, 1895.	May 6, 1905.	Lt. hand amputat'd	3000	Self.
904	J. C. Hawkin	62	393	May 12, 1885.	May 6, 1905.	Pneumonia.....	4500	Ida M. Hawkins, w.
905	Chas. F. Lovejoy	35	286	Mch. 16, 1902.	May 7, 1905.	Pneumonia.....	1500	Mrs. Cora Lovejoy, w.
906	Joseph O'Leary	53	23	Jan. 2, 1893.	May 7, 1905.	Killed.....	4500	Sarah O'Leary, w.
907	Chas. W. Cole	68	143	May 3, 1885.	May 8, 1905.	Rheumatism.....	3000	Mrs. Frances Cole, w.
908	C. J. Young	51	157	April 29, 1887.	May 9, 1905.	Blind right eye.....	1500	Self.
909	Chas. R. Creevey	47	53	Oct. 4, 1881.	May 9, 1905.	Typhoid fever.....	3000	Grace R. Creevey, w.
910	H. K. Thomas	49	74	May 29, 1887.	May 11, 1905.	Killed.....	3000	Mrs. L. Thomas.

Total number of claims, 84. Total amount of claims, \$111,000.

Acknowledgments.

*Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Nov. 15, 1904.	Mrs. Mary Logan.....	627	S. Garabrant.....	53	\$1500
" 20, "	Mrs. Maud E. Frazer.....	653	C. O. Bissell.....	425	1500
Dec. 12, "	Mrs. Alice A. Newton.....	657	J. E. Dillingham.....	439	1500
" 13, "	{ Mrs. Lucy M. Horne..... } { Willie G. Forne..... }	661	T. H. Lancaster.....	314	4500
" 14, "	Mrs. Isabella Struthers.....	663	Fred L. Fitch.....	615	1500
" 18, "	Jas. V. Proctor.....	667	R. H. Edmiston.....	315	4500
" 20, "	Mrs. Ella Westall.....	670	W. E. Boynton.....	260	3000
" 29, "	Mrs. Eva H. Marvin.....	679	C. Van Blarcon.....	521	1500
Jan. 2, 1905.	Mrs. Ida L. Bruce.....	686	S. B. Spear.....	648	1500
" 6, "	Mrs. Blanche W. Darnell.....	687	F. Rullman.....	160	1500
Dec. 7, 1904.	Annie O'Connell.....	696	C. E. Harrison.....	583	750
" 28, "	R. E. Meldim.....	697	W. B. Tarver.....	210	3000
" 30, "	Mrs. May B. Curry.....	698	F. J. Hasler.....	539	1500
Jan. 1, 1905.	Geo. W. Bush.....	700	T. K. Constant.....	524	3000
" 1, "	E. C. Ellis, guardian.....	701	John Cummins.....	284	1500
" 8, "	David Patrick.....	702	D. N. Badgley.....	386	3000
" 10, "	Mrs. Elizabeth M. Small.....	703	J. B. Hoffman.....	601	1500
" 10, "	Mrs. Rose O'Connor.....	704	T. J. McGann.....	603	1500
" 12, "	Mrs. Kate Harmon.....	706	J. O. Payne.....	511	1500
" 13, "	Edward Vail, guardian.....	707	J. W. Page.....	364	1500
" 13, "	C. V. Daugherty.....	708	J. J. Norton.....	5	3000

Acknowledgments—Continued.

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Jan. 14, 1905.	Mrs. Minnie Burchell.....	709	J. S. Martin.....	1	1500
" 14, "	{ Mrs. S. T. Lowery..... }	711	J. I. Kennedy.....	74	4500
" 14, "	{ John A. Thompson, executor... }	712	John S. Fox, Jr.....	157	3000
" 19, "	Mrs. Anna M. Faucett.....	714	P. Roy.....	469	750
" 19, "	{ Mrs. F. M. Marsden..... }	715	J. K. Hawes.....	176	3000
" 19, "	{ Mrs. L. L. Martin..... }				
" 19, "	{ Mrs. J. G. Smith..... }				
" 20, "	Mrs. Jessie Ross.....	716	Stephen Gotham.....	312	750
" 21, "	Mrs. Emma Wassweiler.....	717	E. F. Colbath.....	419	750
" 22, "	Mrs. Wm. Ingram.....	718	Wm. K. Wright.....	465	3000
" 22, "	Mrs. L. T. Mooney.....	719	J. M. O'Geary.....	455	1500
" 23, "	Mrs. John E. Beckwith.....	720	N. T. Beynon.....	79	3000
" 26, "	{ Mrs. M. E. Bird..... }	721	S. Garabrant.....	53	3000
" 26, "	{ W. H. Denton..... }				
" 26, "	Mrs. Sarah E. Lockwood.....	722	C. Caskey.....	54	3000
" 26, "	Mrs. Louisa Shannon.....	723	W. H. Gillis.....	153	1500
" 26, "	Mrs. Emma Gryson.....	724	John Manion.....	608	1500
" 26, "	Chas. C. Highley, executor.....	725	Hugh P. Kelley.....	45	4500
" 27, "	Mrs. M. M. Purgeon.....	726	W. D. Pethel.....	375	3000
" 27, "	Mrs. Jennie Sugg.....	727	Wm. McKeand.....	129	4500
" 27, "	John A. Tschaepf.....	728	J. J. Grant.....	399	1500
" 27, "	Mrs. W. J. Rae.....	729	Wm. McKeand.....	129	4500
" 28, "	Mrs. Belle Van Scozee.....	730	U. S. Smith.....	467	1500
" 28, "	Eugene and Joseph Guilfoyle.....	731	W. B. Tarver.....	646	1500
" 29, "	Mrs. P. E. Tryman.....	732	E. Heacock.....	522	4500
" 29, "	Mrs. Belona Stewart.....	733	A. M. Garner.....	37	1500
" 30, "	Mrs. Mary Sullivan.....	734	E. H. Buck.....	278	1500
" 31, "	Mrs. Alice Norton.....	735	S. Garabrant.....	53	3000
Feb. 1, "	Jas. M. Tull.....	739	C. W. Cook.....	336	4500
" 2, "	Mrs. Ada Lord.....	740	Robt. Reid.....	304	1500
" 2, "	Mrs. P. H. Moulder.....	741	C. C. Bowen.....	250	3000
" 2, "	Mrs. Nellie J. Colvin.....	742	W. B. Tarver.....	646	3000
" 4, "	Mrs. Sarah M. Stone.....	743	J. H. Calkins.....	248	1500
" 4, "	Mrs. James L. Allen.....	744	E. E. Montague.....	46	3000
" 4, "	Mrs. Mary S. Walter.....	745	J. E. Horne.....	51	4500
" 5, "	Mrs. Eva Danewood.....	746	P. J. Harrington.....	354	1500
" 6, "	Mrs. Nancy J. Gardner.....	747	E. B. Creel.....	437	1500
" 7, "	Mrs. Anna D. Blake.....	749	E. W. Parks.....	214	3000
" 8, "	Sopha and Hulda Goudy.....	750	E. C. Hogan.....	551	1500
" 8, "	Mrs. Isabella Schell.....	751	J. F. Freenor.....	372	4500
" 9, "	Mrs. Olive Buckley.....	752	W. B. Curley.....	485	1500
" 11, "	H. R. Smith, guardian.....	753	John A. Carlin.....	291	3000

Financial Statement.

CLEVELAND, O., May 1, 1905.

MORTUARY FUND FOR APRIL.

Balance on hand April 1, 1905.....	\$219,530 84
Paid in settlement of claims.....	105,750 00
Surplus.....	\$113,780 84
Received by assessments 748-53 and back assessments.....	\$147,377 47
Received by assessments 796-99.....	476 96
Received from members whose insurance was carried by As- sociation.....	821 45 \$148,675 88
Total in Bank April 30, 1905.....	\$262,456 72
Mortuary fund.....	164 416 32
Special mortuary fund*.....	98,040 40 \$262,456 72

EXPENSE FUND FOR APRIL.

Balance on hand.....	\$ 12,118 27
Received from fees.....	494 07
Total.....	\$ 12,612 34
Expenses during month of April.....	1,396 69
Total in Bank April 30, 1905.....	\$ 11,215 65

* The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

Statement of Membership.

FOR APRIL, 1905.

<i>Classified, represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessment 748-53.....	4,350	23,367	9,775	1,613
Members from whom as- sessment 748-53 was not collected.....	418	2,083	694	44
Members carried by the Association.....	2	132	286	21
Applications and rein- statements received during month.....		499	122	18
Totals.....	4,770	26,081	10,877	1,696
From which deduct poli- cies terminated by death, accident, or otherwise.....	16	77	47	5
Total membership Apr. 30, 1905.....	4,754	26,004	10,830	1,691
Grand total.....				43,279

M. H. SHAY, Gen'l Sec'y & Treas.

An Open Letter to Engineers—No. 3

Telling The Truth.

There is **no** excuse for **lying** in **print**.

A **salesman** may unconsciously exaggerate the facts in his enthusiasm to effect a sale.

But we employ **no** salesmen.

When a firm—like ours—prints the description of an article in an advertisement or in a catalogue, that description is written **deliberately**.

It is honest or lying, according as the man who writes it is truthful or a story-teller.

A false description of an article, written in glowing language, intended to deceive, may fool you—once.

But no matter what rhetorical gymnastics may be employed afterwards by the firm that fooled you—**once**—you are going to put that concern down at its **own** valuation forevermore.

The serpent didn't fool Eve **twice**.

We could not **afford** to deviate from the truth, or to misrepresent the facts, even

To take advantage of our bargains you must have our catalogue, No. 73 (1200 large pages), illustrating and quoting **lowest prices** on **125,000** articles—everything you eat, wear or use.

While it costs us one dollar to print and distribute each one, we will send any B. of L. E. man a copy, all charges prepaid, who sends us 15c to partly pay postage, which amount we agree to refund if at any time you are not satisfied that you have your money's worth and that it will save you many dollars. Do not compare our wonderful catalogue with the incomplete **partial** lists advertised by some as being free. Ours is the highest standard and most complete catalogue and buyers' guide issued, and the authority on price, style and quality. We impose a mere 15c charge for this dollar book as a guaranty of your good faith, and will refund it upon request as agreed above.

if we know that to do so would catch a few dollars from the unwary.

Our reputation for honesty and square dealing is known to every railroad man in the country.

They **know** the merchandise they buy of us is of the absolute **quality** represented.

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BROTHERHOOD OF LOCOMOTIVE ENGINEERS JOURNAL

PRICE \$1.00 BY MAIL



THE PLAZA, CAMAGUEY, CUBA.

ENTERED AT THE CLEVELAND, OHIO, POST OFFICE AS SECOND CLASS MATTER



Powerful Locomotives Require Powerful Brakes

The illustration shows the largest and most powerful locomotive in the world, weighing 480,000 lbs., built by the American Locomotive Works for the Baltimore & Ohio R. R., and exhibited at the St. Louis Exposition. It is equipped with

Westinghouse Brakes and Friction Draft Gear

Manufactured by

The Westinghouse Air Brake Co.

Pittsburg, Pa.

The Air Brake Builders

BROTHERHOOD OF LOCOMOTIVE ENGINEERS MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
807 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

Vol. XXXIX.

JULY, 1905.

NUMBER 7.

Cuba.

CAMAGUEY, CUBA, May 1, 1905.

EDITOR JOURNAL: As per promise I send some pictures of Cuban scenes, and add a little in reference to them.

Camaguey dates from 1514, when the city was first started at what is now Nuevitas on the coast, where Columbus is supposed to have landed in 1492, but the inhabitants were driven back by the British and sea pirates. The name was recently changed by law from Puerto Principe to Camaguey on account of being the same name as the province in which it is located.

This is a quaint old city. The sidewalks are not more than two feet wide. I recently asked an aged Spaniard why they were made so narrow. He answered that this was an antebellum city, and "no gentleman or lady was supposed to walk, and the street was good enough for slaves." There is no need for a fire department here; the houses are built of brick and cement, even the roofs are tiling. Hotel accommodations are excellent, and of Hotel Camaguey it is said the service

cannot be excelled, and that sixteen millionaires from the States recently stopped there and were given such good service and felt so good they went down town and spent \$30,000 for souvenirs. A. Grossman, a Mississippian, is the manager. "Pete" Zimet, an old O. R. C. man from California, also runs an American hotel, which is the "hang-out place" for railroad men.

The Mercedes Church (Catholic) is three and one-half centuries old and still in good condition.

I also inclose a picture of Soledad Church, four centuries old, where the same bells have called its members to mass all these long years.

The Cuba Co.'s road runs through a deep canyon, approaching the city, where the mountains look like they are about to fall down and block the road.

The picture of the three-wheeled omnibus is the kind used at Ciego de Avila. This old town is in the center and in the narrowest part of the island. Here Weyler's "tracks" may still be seen, consisting of wire fences, ditches and block houses one kilometer apart, still



STREET SCENE IN CAMAGUEY, CUBA.



MERCEDES CHURCH, CAMAGUEY, CUBA, 3½ CENTURIES OLD.

standing like silent sentinels, slapped in the face by the hand of Uncle Sam and left as monuments to the barbarous cruelty



CUBANS HAULING MAHOGANY LOGS TO MARKET.

of Spain. Having some time at my disposal, I recently saw the various battlefields where so many of our boys lost their lives and I took off my hat in honor of their memory and my heart went out in sympathy to their parents and sweethearts, and I felt proud that I was an American. I also saw where our own Hobson sunk the Merrimac that caused him to get so many kisses, and wondered where the eleven of his "crew" were going to come in for their share.

Cuba's history would make a sad story, but now under a protectorate from the strong arm of the United States, with the most uniform climate in the world, and her streams of pure water and plains of fertile soil, where frost is unknown, her future destiny must be one of peace and plenty.

As to opportunities for railroad work here, I have had many inquiries, but little can be said of an encouraging nature. All roads except the Cuba Company employ Cuban engineers and it is

but fair to say that there are no vacancies, few die, none resign, and that it is seldom one is discharged. Anyone desiring to address the officials of the Cuban Railroad Companies can find their name and address in the *Standard Official Railroad Guide*. An American coming to Cuba who cannot speak Spanish is likely to get very hungry for the sound of his mother tongue. Santa Clara is the terminal of the Cuba and Cuban Central Railroads, and also the terminal of the English language to a large degree. As an example of how pleasing the English language may sound, there recently arrived from Chicago a meek and lowly minister of the Gospel who traveled all the way from Havana to Santa Clara without meeting anyone that could speak English, and he of course felt lonely and longed to see or hear some one that could speak "Americano." Here engines were changed and the "Americano maquinista" lost his temper and used some ugly "cuss words" on account of some trouble with his "ma-

quina." The divine recognized the language and rushed up to the maquinista, introduced himself and said, "Brother,



STREET PEDDLER, CAMAGUEY, CUBA.

you cuss in the same language in which I pray." The maquinista of course apologized for the language used, but the minister would not accept it and said, "It sounds good to me; there is a time for all things."

To those inquiring about investments, unimproved land is worth on an average of \$25 per acre, in large tracts, but few would succeed here without capital. Fifteen hundred Americans came here during the past year and are making their homes. The immigration from Spain was double the number. As a rule, the Spaniards flock to the cities, Americans buy land in the country.

P. O. RICKMAN.

The Guest of Pastor Penfield.

BY W. R. ROSE.

It was not a pleasant evening. The clouds were lowering, the air was humid. The man in the long storm coat, who paced uneasily up and down the depot platform, scowled up at the sky and shook his head in a way that indicated great dissatisfaction.

Then he paused for a moment at the telegraph operator's window and asked that official a question. The answer he received made him shake his head again.

"Got to stay all night, eh?" he grumbled, and looked about him as if seeking



POST-OFFICE AND PLAZA, CAMAGUEY.

some object on which to vent his displeasure. "Hotel a mile away, and probably no good when I get there. It is enough to rile a saint." And being no saint the stranger rudely kicked at a



OLD CEMETERY, CAMAGUEY, CUBA.



THREE-WHEELED OMNIBUS AT CIEGO DE AVILA.

baggage truck, and then was glad that he missed it.

A little later he was on the road that led up to the village, pushing his way ahead through the misty dusk and humming a little song as an accompaniment to his brisk gait. He was a well formed man of perhaps seven-and-twenty, with square shoulders and a gracefully poised head. His hair was light and curly, his face clean shaven, his eyes blue and very bright. He was dressed in plain black, his derby hat was black, and he wore a turn-down collar with a black tie.

As he pushed along he noticed a tall slender man just ahead of him. The tall man had slackened his pace and was evidently awaiting his approach.

"Good evening, friend," he said to the broad shouldered man. His voice was gentle and his manner attractive.

"Not as good an evening as I should wish," said the stranger. "But I fancy it makes little difference either way. I find I have to stay over night here owing to some wretched railroad arrangement, and I doubt if the attractions of the neighborhood could be improved any by fair weather."

"We haven't many attractions, it is true," said the tall man as he caught the stranger's step. "It's a rather dull town at the best. But we try to make the best of it."

The stranger looked up at the tall man. "I guess you try to make the best of everything," he said.

"Why not?" laughed the tall man. "I find it's a sort of philosophy that is wonderfully helpful at times."

"Pity that more of us don't practice it," said the stranger as he thought of his recent loss of temper. Then he half turned and looked at the tall man again. "You preached at Jim Linscomb's funeral this afternoon," he said.

"Yes," said the tall man, "and I believe I saw you there."

"Very likely," said the stranger. "May I shake hands with you?"

"Why, certainly," replied the tall pastor, and their hands met in a warm clasp.

"I want to say to you," explained the stranger, "that your little sermon was all right. It was gentle, and kindly, and just the sort that Jim would have liked."

"Thank you," said the pastor. "He was your friend?"

"Yes," replied the stranger. "Jim and I were together a good deal. I brought him home from Chicago."



OLD CHURCH SOLEDAD, CUBA, 4 CENTURIES OLD.



CUBA RAILROAD DERRICK CAR.

There was a little pause. "He was in the amusement business, I believe?" said the pastor.

"He was a circus tumbler. There was none better."

"That, I think, is considered a hard life, isn't it?" "Hard from one point of view, yes. But not, as I fancy you mean, from the moral point. Jim was clean and straight as any man of his years could be. He never drank, he never used tobacco. He couldn't. He had to keep himself in the pink of condition. And you know what he did with his money. Sent that younger brother away to school and bought a house for his mother. Paid every dollar on it in less than five years. Hurt his chest in a fall at Springfield, and was dead of quick consumption in three months. Jim lived a clean life, and a useful life, and he's all right." He spoke with warmth and a strong emphasis.

But he met with no contradiction from the tall pastor.

"Yes," the latter gently said, "I believe with you that he is all right." He paused a little. "And

now," he said, "let me ask you to be my guest tonight. Wait, please. You will scarcely find the hotel to your liking. They are a little careless there. And I can at least give you two fair meals and a clean bed. Besides, it would be a pleasure to have you for my guest. There are few men of my age about here, and I would greatly enjoy the society, even for so brief a time, of some one from the outside world."

The stranger hesitated a moment.

"But you don't know me," he said.

"You were a friend of James Linscomb," said the pastor, "and that is quite enough."

"Very well," said the stranger with a little laugh, "but you must understand that you are taking great chances."

So he went home with the pastor and found a very comfortable lodging. The dinner was good and the viands plentiful, the landlady gracious, and the young parson's conversation pleasant and always entertaining.

"I am under heavy obligation to you,"



BRIDGE OVER THE ZAZA RIVER, CUBA R. R. CO.



BRO. W. WIKLE, DIV. 224. AT THE RIGHT, THE PIONEER AMERICAN ENGINEER IN CUBA.

the stranger said after they retired to the cozy study. "That's the most like a real home dinner that I have eaten in a good many years."

"Then you have no home?"

"No. Ran away when I was a boy and became a vagabond. Been a vagabond ever since. Parents dead, kith and kin all scattered. Quite alone."

The young pastor looked at him with commiseration.

"That's bad," he said. "There's nothing like home ties for keeping a man contented. I'll confess that if it wasn't for my dear mother and sister I should find my life a little monotonous."

"But they are not with you," said the stranger.

"No, but they are coming to visit me. And when my vacation time comes I visit them. They are in my mind a great deal, too. I wish they were both here now to make your little visit more agreeable."

"Parson," said the stranger, "you're a very good sort. You take me in without knowing anything about me. You are even willing to have me meet your mother and sister. Why, you don't know my name. It's John Andrews."

"I am Charles Penfield,"

said the pastor, and they shook hands again.

"And now," said the host, "I must ask you to excuse me for a little while. Here are plenty of books to select from and a good light. I will be back in about an hour. The fact is, I hold a Friday evening service and informal meeting, where we sing and have a prayer, and I talk a little in an extemporaneous way on some general subject of interest. Tonight it is temperance."

The stranger laughed.

"You can't use me for a horrible example," he said, "because I never touched a glass of liquor in my life. At the same time I would like to go with you. I haven't been to a Friday evening meeting since I was a country boy."

The preacher hesitated.

"I would a little rather you wouldn't go with me tonight," he said; "there may be some trouble."

"Trouble! What kind of trouble?"

"It's the boys from the lower end of the town, you know," said the pastor. "They don't mean any real harm, I suppose. But they like to annoy me. They are noisy, and—and sometimes they throw things. I understand they mean to break up the meeting tonight, but, of course, it wouldn't do for me to show the white feather and postpone the gathering."

"I should say not," said the stranger with great emphasis. "Got a ringleader, haven't they?"

"Yes," replied the pastor, "and I believe he is the root of most of the trouble. He is a big fellow and fancies because he has never been conquered that he is an autocrat in his way. I know that the other boys look up to him



BRO. WIKLE AND HIS PET ENGINE, CUBAN RAILROAD.



ENGINE NO. 1, CUBA CENTRAL RAILROAD, WITH SPANISH CREW.

and follow implicitly where he leads." "And where are the police all this time?"

"We have but one policeman in our part of the town, and I'm afraid discretion outweighs valor with him. At least he has earnestly advised me to give up these meetings for a while and not irritate the boys."

The stranger laughed and following the parson's example picked up his hat.

"I'm going with you," he said. "I'm just aching for a little vigorous exercise."

The parson looked at his new friend with surprise in his glance, but he offered no objection.

There were more people in the assembly room of the modest church than the stranger had anticipated. There were at least 100, but a large proportion were women and girls, with here and there an elderly man. The stranger looked around for the disorderly element, but it had not arrived.

The pastor took his new friend to the very front row of seats and left him there, and the stranger at once discovered that he was the only occupant of this somewhat prominent tier. But his attention was quickly taken up by the simple service. He bowed his head reverently and he sang the

familiar hymn in a loud strong voice that had considerable music in it. Then he presently settled himself back to listen to the young pastor's talk.

It was at this point that the first interruption occurred. There was a rude and noisy shuffling of feet at the rear of the room, and some irreverent talking. This was followed by a laugh, and then came more talking and scraping of feet and presently an imitation of the tramp, tramp of a company of passing soldiers.

At the first indication of a disturbance the pastor had slightly frowned. As the noise increased the pastor frowned again, and presently laid down his book and looked about in an almost helpless way. His eye caught that of the stranger, and the stranger smiled and

nodded in a manner that evidently meant to go ahead.

The pastor picked up his book and resumed his reading. As he did so the stranger very deliberately arose and carefully buttoning his coat, started down the nearer side aisle. The noise had increased in volume until it quite drowned the pastor's voice, but the pastor read on.

Then the noise suddenly ceased. It was only for a moment, though. It broke forth again louder than before. At this there was the added sound of a struggle, a very brief struggle, and when it ended the noise ended, too.



IN THE FIELD OF CONSTRUCTION.

A moment later the more or less frightened congregation were treated to a peculiar sight. A very neat appearing stranger walked down the aisle, and leaning on his right arm was the town bully. The bully's face was very pale and there were tears in his eyes. Yet he did not appear to go unwillingly. On the contrary he seemed to be anxious to keep up with the steady stride of the stranger. No doubt this desire was strengthened by a somewhat singular twist that the stranger had secured on the bully's left arm. The bully was a younger and considerably bigger man than the stranger, but this apparently did not suggest any scheme for parting company with his escort.

He walked beside him, to quote one of the elderly men of the congregation, as meek as Moses. When they reached the front row, the stranger released the bully and pointed to a seat. He accompanied the gesture with a welcoming smile and a polite bow. The bully sat down. Then the stranger retraced his steps.

Almost immediately he came back with three more of the gang, big boys who were almost men in size. One boy walked before him, he had a firm grasp on the other two. On the way down the aisle, one of the two tried to squirm away. Without losing a stride the stranger caught the lad by the back of his coat and lifted him off his feet, and so carried him almost at arm's length the rest of the way. When they reached the front row he gave them seats beside the conquered bully. Then he turned again and went back for more. This time he was successful in corralling but one, the others having ignominiously fled. The latest victim was a stubborn youth, and the stranger had tucked him under his arm and so bore him down to his fellows.

When the last arrival had been seated, the stranger resumed his seat and the services suffered no further interruption.

When the final hymn was reached the stranger signaled the gang to rise and they all stood during the singing, one or two of them actually joining in. They turned to go when the benediction was pronounced, but the stranger stopped them.

"The parson wants to welcome you, boys," he said. "Hold fast a minute."

And sure enough the young pastor came down and told them all how glad he was to see them there, and shook hands with each and cordially invited them to come again.

"And now let me say a word," remarked the stranger. "I want you to understand, parson, that if there's any more disturbance at your meetings it won't be these boys who are a party to it.

They are not that kind of rowdies, and, besides, our big friend here is going to keep them all straight. Ain't you, my boy?" And he tapped the bully on his broad shoulder. "You'll look after things when I can't be here, won't you?"

There was a sickly grin on the big fellow's face.

"I'll promise," he said.

"He'll do it, parson," said the stranger. "He's one of the lads who when they make a promise always keep it. Good night, boys," and he passed along the line giving each of the lads a hand clasp that made him wince.

"Say, you're a blooming wonder," murmured the admiring bully, as he straightened out his cramped fingers, and then they all fled out.

"Did you hear what somebody at the door called me as we passed?" inquired the stranger as he and the pastor leisurely strolled towards the latter's lodgings.

"No. What was it?"

"The parson's bouncer."

"And what, pray, is a bouncer?"

"A bouncer is a man who is engaged to throw out visitors that are not welcome."

"Ah, but that doesn't apply to you. You hold fast to them and do your best to make them acceptable." The pastor paused and looked at the stranger admiringly. "What wonderful strength you have!" he said.

"It's the biggest part of my business," the stranger laughingly remarked. "I'm the strong man of the show, you understand. Been gathering muscle for almost twenty years. Trapeze, leaping, tumbling, weight lifting—it has been a part of my training. And now I'm 'The New Hercules' on the posters and the small bills."

The pastor paused again.

"What a wonderful amount of good you might accomplish if your strength were only applied in some useful direction," he said.

"Perhaps so," said the stranger, "but I'm very much afraid that a change of occupation would serve me in the same way that the scissors of Delilah served my predecessor, Samson, when they snipped away his strength."

The young parson laughed and linked his arm in his new friend's.

"Perhaps so," he said. "But there's one thing very certain, I will never forget this latest labor of Hercules."

And they laughed together.—*Cleveland Plain Dealer.*

The Lightning Express.

Down grandmother's banister rail
Swift as the wind I slide;
I'm the engineer that never knows fear,
And I travel far and wide.

Each time I rush upstairs,
Grandmother cries "Don't fall!"
When, whiz! I drop without any stop
Between Boston and Montreal.

I hurry again to the top,
Oh, my! it is such fun!
And then, I'm off again
And arrive at Washington.

Once more I am off like a flash,
To carry the New York mail;
I am sure you would guess 'tis the lightning express
On grandmother's banister rail.

—*Youth's Companion.*

The Lady of the Red House.

BY MRS. CORNELIA BAKER.

"I don't reckon that anybody that ever
come to the town created more of an

Bowen, the housekeeper, come along in a few days bringin' some help with her. She hired Mandy Ross to help put things to rights, and the things Mandy told when she got through her work and dropped into first one house and then another made us all open our eyes, I can tell you. Wild roses on the ceilin' of one room, with pink satin—yes, ma'am, pink satin—on the walls instead of paper, and the beds with silk curtains and silk comfortable. Among the other expensive things there was the picture of a king painted on ivory that Mrs. Bowen said was worth a mint of money, and I call that foolishness, for if you are goin' to pay so much for a portrait it's better to have one of some member of your own family and not of some old king that's been dead for hundreds of years and



ENGINE NO. 15, COLORADO MIDLAND, COLORADO CITY, COL., DECORATED FOR PRESIDENT ROOSEVELT'S SPECIAL, APRIL 14, '05. MISS DAISY E. WALKER, PHOT.

excitement than Mrs. Armand did," observed Mrs. Mason, as she deftly quartered and cored an apple and dropped the pieces with a sharp clatter into the tin pan on the floor at her side.

"The excitement commenced before she got here, for she had bought the red house—that place on the hill south of town that's got so many trees around it. Nobody had lived there for years; the house is too big and expensive for anybody around here, and some even said it was ha'nted, though I don't take no stock in such stories myself.

"But one day a lot of painters and carpenters went up the hill, opened the house and went to work at it, and Mrs.

mebby didn't amount to much when he was alive.

"Mandy told us that the owner of the house was a wealthy widder who had traveled all over the word and seen everything worth seein', and had concluded to buy a home and be quiet for a while. We made up our minds that she'd be old, and I thought she would be tall and thin, but Mrs. Stevens, next door, said Mrs. Armand was sure to be fat; fat women, she said, always seemed to have the most money. Mrs. Stevens is thin.

"Well, we was both mistaken, for Mrs. Armand wasn't old, or fat or thin, just tall and graceful and as handsome as a picture, though the first glance I got of

her face I said, 'Though that woman ain't over 25, she has seen trouble, and I know it.'

"This is a sociable town, and there wasn't a woman who considered herself anybody at all that didn't go to see Mrs. Armand, who always treated them polite, had a girl in a white cap pass around tea and cake, but told 'em she never made calls herself. There was only one thing that she seemed to take any interest in, and that was circuses. I didn't b'lieve this when I first heard it, for Mrs. Armand was so ca'm and cold that I didn't think she'd care for a fool thing like a circus. But it was a fact, and this fad was first noticed by Betty Leonard that keeps the little store where you buy embroidery silks and such things. .

"There were some circus posters on the fence opposite Betty Leonard's store and Mrs. Armand come down the street and stopped before them posters, and studied every one of them as if she'd never seen a show in her life. When she went into Betty's store there was one of these 'dodgers,' they call 'em, on the counter, tellin' still more about the show, and Mrs. Armand picked it up and read it from top to bottom.

"'Are you fond of circuses?' asks Betty, to be polite.

"'No, I detest them!' answers Mrs. Armand, droppin' the dodger as if it had been a snake, which Betty thought was awful queer, seein' she'd been so killin' anxious to know just what kind of a show it was to be.

"Betty told me afterward that you could 'a' knocked her down with a peanut shell when she saw Mrs. Armand come to that very show and stay through the whole performance! 'It's only human nature,' says I to Betty. 'There ain't many people honest enough to own that they like a circus. As for me I ain't ashamed to say I like the whole thing from the grand entry to the concert, and the clown just tickles me to death.'

"There ain't a town anywheres that's visited by more shows than this one is. There's so many miners and workmen in the blast furnaces, and every one of 'em turn out for a circus and take their fam'lies. The biggest show of the season come along in August and Betty Leonard and her mother stopped at my gate on their way to the 2 o'clock performance and we all went together. After we'd been waitin' for some time, for we went early, Betty pinched my right arm, and there passin' in front of us was Mrs. Armand all in white, for the day was hot, and she went to her place amongst the reserved seats like a queen mountin' a throne. The grand entry come prancin' in about this time, a fine sight all a

glitter with gold and spangles, and Mrs. Armand put up a pair of little opery glasses, which she kept to her eyes till she'd seen the procession pass around once, then dropped 'em and didn't look again till the next act begun.

"The bills had said there would be a Signor Rudini, the finest bareback rider in the world, and his son, a mere child, that could ride wonderful, and that the child had had the crowned heads of furrin countries on their knees at his feet. There was a big crash of music when these two come in, for I reckon they was considered the cream of the show. Siner Rudini was an awful handsome man in blue and silver, and his little boy was dressed just like him, and I heard some women sayin', 'Oh, ain't he just the image of his pa?' The ringmaster said that the boy was just 3 years old, and he didn't look over that, and he was the prettiest little mortal you ever set eyes on. The clown says, 'Listen at the ladies say, Oh-h-h, how sweet! They didn't say that when I come in,' and everybody laughed. Rudini mounted his horse with one skip, and the ringmaster picked up the child and tossed him to his father as you would toss a ball. The little one stood on his father's shoulder and threw kisses to the audience with his little hands, the cutest you ever saw. Then he climbed to his father's head and stood there with his chubby arms folded as cool and unconcerned as if he'd been on the floor, and Rudini jumped over banners and cut all kinds of capers with that baby on his head.

"Suddenly, and I don't know to this day how it happened, the child lost his balance and fell to the ground. The women screamed and some of 'em fainted, everybody stood up and some rushed to the ring. The clown carried the child out, and the little face was like wax, and looked so pitiful that I cried, and I guess I wasn't the only one that did. The ringmaster asked the audience to be seated, as the child, he said, was only stunned and would soon be all right, while Rudini mounted his horse again and pranced around as if nothin' had happened.

"But I couldn't get the thought of that little white face out of my mind, and I was bound I'd see if I couldn't be of some use to the child, for I'm a good nurse, though not perfessional. We was on the top row, and it made me nervous climbin' down them ticklish seats, specially as so many looked cross at havin' to move. I went around to the part of the tent they used as a dressin' room and a man at the door tried to keep me out. But I says 'I'm a nurse,' and shoved my way in. Mrs. Armand was there before me, and I guess she hadn't no trouble about gettin' in, for it would be hard for a man to say

no to a grand, commandin' woman like her. The child was stretched on a bunch of hay that I expect had been left from the elephant's dinner, and one of the banners Rudini had jumped over was spread over him. He looked taller and older than he did in the ring, and I found out afterward that he was really over 6 years old. On the ground by his head was seated an old woman, wrinkled terrible, with her arms clasped around her knees. Young Dr. Crane, that knows about as much about sick folks as a mole does about astronomy, was sayin', in that pompous voice of his'n, 'I think, madam, the child will recover, but there will be no more equestrian performances.'

"Let me take the little fellow to my

ought to dote on the baby, showin' no more feelin' than a catfish.'

"Rudini is not her father, and she has not a drop of my blood in her veins,' says the old woman in a snappish voice.

"She? Who are you talking about?' says I.

"Oh, I've told everybody she was a boy, so she wouldn't be found. I needed her myself, but I don't care who knows it now. She was left with me to take care of her, and no money was ever paid me, and I had to make her work.'

"At this Mrs. Armand turned as white as her dress. She touched the old woman on the shoulder and said, 'Come, I must speak to you,' and she crushed a bill (I didn't see the size of it) into her hand.



JOINT COMMITTEE BANGOR & AROOSTOOK RAILWAY.

Firemen :	J. F. Corbett.	P. B. Gerry.	D. F. Champlon.
Engineers :	D. A. Jacobs.	Thos. Conway.	John Curlison.

house,' says Mrs. Armand in her clear, cool voice. 'I will see that he has the best of care.' But the old woman didn't seem to hear, for she kept sayin': 'No more ridin'! Then how can I make a livin'?' I couldn't stand it any longer, and I says: 'I reckon you're his grandma, and a nice one you are! Instead of thankin' the Lord that the child ain't goin' to die you go to worryin' about the money you're goin' to lose by the accident! This boy has a fine set of relations, I must say! There's his father cavortin' a-horseback this minute as if nothin' had happened, and you, his grandma, that

The two went into a corner of the tent and talked a long time. At last the old woman took a letter or a folded paper out of the bosom of her dress, and Mrs. Armand snatched it, and after she'd read it she went over and knelt down by the pile of hay as if it had been an altar, and there was a light in her eyes that told me this was her own child.

"I can't talk much longer, for it's time to bake this pie, but it seemed that Mrs. Armand, the only child of a very rich man, had ran away and married a good-for-nothin' scamp and was cast off by her father. Her husband deserted her and

took the baby away with him for spite, or because he thought he'd get some money for it from the grandfather. But he died down South somewhere from the fever, and she was led to think that the child was dead as well. Then her father died, leavin' her all his money, and after she had traveled all over the world she heard that her child was alive and had been taken by some one connected with a circus. She advertised for the little girl, and put detectives on the track, and finally found the little one herself. Oh, yes, the child got over the accident. She is well and strong now, and her mother is the happiest woman you ever saw."

Never too Late to Mend.

BY GUY R. EDSON.

"Never too late to mend" has been worked, along with other trite common-aces, until, generally speaking, it no longer possesses any direct sense or meaning. But if the quotation be slightly altered to something like "Never too late to win success," it is beautifully appropriate to the story of Brown. His name isn't Brown, but it might have been if it hadn't been something altogether different, and, as he needs a name, and Brown is delightfully simple and vague, Brown it shall be.

Up to four years ago Brown was a horrible example of a misspent life. He had betaken himself to the ways of the bum. He worked occasionally, just enough to enable him to have some excuse for laying off whenever he felt like it. But when he did work he was always paid for it, and money in the hands of Brown spelled ruin. He should have worked regularly, for he was an expert pressman, and his services were much in demand at a good rate of salary. But until he was forty years old Brown had vague ideas of his duty toward himself and his family. Then, when people were calling him a wreck, he suddenly braced up and "made a man of himself." He is now foreman of a printing shop, and he works regularly. His career proves the truth of the never too late theory conclusively.

Brown came to Chicago from a neighboring state while still in his teens. He had a good common school and high school education. In the small town where he originated he had worked as printer's devil on the weekly paper, so when he came to the city he sought employment where this experience would be most likely to be of service to him. He secured work in a printing shop. Here he learned the pressman's trade complete, and other things. Up to the time when he reached his twenty-fourth year Brown

was a fairly steady worker. Drink had always had some attraction for him, and his career suffered some from the beginning because of this, but he was not a "booze fighter" until he was about twenty-four.

Then—and he was married and had two children—he began to look across the bar when it was doing business with altogether too great a frequency. He went on sprees that lasted for days. He came to his work more than half intoxicated on several different occasions. Generally he showed that he was not a man to be trusted in any position of importance. So his employers, who had seriously considered making him foreman of their present room, suddenly let him know that he must reform or suffer discharge. Apparently he couldn't reform, for a few weeks later found him walking the streets looking for work.

The sight of his family suffering actual want because of his faults apparently sobered Brown to some extent. He stopped drinking, secured employment in another shop, and swore that his days of foolishness were over. Brown wasn't what could be called a hard drinker. He was not a victim of the drink habit. He didn't drink because he needed a drink, but the conviviality of his companions was irresistible to him. He was weak, so he got drunk frequently.

He held the second position for something like two years. He never made any progress there, for his habits continually prevented him from being regarded as a valuable employee. His work was in every way satisfactory, when he worked, but he was dreadfully irregular. Employers have little use for irregular workmen. They need dependability rather than brilliancy in the conduct of their business, so Brown did not go far up the road of success as he grew older.

Instead he went back, for his habits grew stronger on him each year. His employers could never depend absolutely upon his being at work any morning. He averaged, possibly, five days' regular work a week. At the end of two years he was let out, and he was told the why and the wherefore in no uncertain terms.

"You'd be a good man, Brown, if you'd brace up," the boss told him, as he was discharging him, "but you're not worth a cent the way you're going now."

Brown became worthless after his second discharge. He concluded that the easiest way to get rid of his troubles was to drown them, and he decided upon whisky as the liquid to do the drowning.

But troubles are many-lived when one tries to submerge them, and Brown found that they always came back the morning after. There was a whole year then that

he worked but little. So soon as he found employment he was discharged, so what was the use of looking for work.

Then came another spasm of reform. His wife pleaded with him to brace up, and Brown, for he was not a bad fellow at heart, only weak, promised to make a new start. He did not swear off drinking, but he swore to begin working regularly as other men and to do his best to win some kind of a success. He easily found enough work, but he just as easily lost it. Habits which have been years in forming are not to be discarded in a moment, and Brown was still careless. He went from one job to another, never staying in one place long enough to prove that he was of any real worth.

He made several brilliant starts toward

Finally one of his old employers heard of his plight during one of his periods of reformation. He sent for him and listened to his new plans. So impressed was he by Brown's earnestness that he again took him on the pay roll. He gave him some good advice and let him know that a few more years of the life he was leading would place him entirely without the pale of decency.

Brown went to work with the determination to stick to his place until he had won some kind of success. He lasted less than a year. Old friends found him out and with them came the call of the old habits, and it was the same thing over again as it had been so many times before. When he was discharged this time his benefactor spoke to him harshly.



ILLINOIS CENTRAL ENGINE NO. 1017, EXHIBITED AT THE ST. LOUIS WORLD'S FAIR.

It is now in through passenger service, and crew shown are A. B. Hanks, B. of L. F. 364; B. B. Ford, O. R. C. 304; C. J. Barnett, B. of L. E. 23; E. Wagner B. of R. T. 347.

a hard working career, and once or twice he lost his position only after having risen to where a promotion would have been a question of only a few months. But always he managed to fall down and lose when victory was nearest. The man was perilously near to what must be called a wreck at this time of his life. He made resolves nobly, and then weakly went and broke them. He swore by all that he revered that dissipations or irregularities of any nature no longer should hold him a slave, and that from now on he would "attend strictly to business." But it never did any good, and Brown was not much better than the helpless, unnerved, will-lacking bum of the streets.

"Brown, you're no man; you couldn't amount to anything if you wanted to," he said. "You haven't got the backbone to stick to your promise for a week. You'll keep on getting lower and lower, and the first thing you know you'll be a professional bum and your family will be without support of any kind. You're no good. Don't let me see you around the shop again."

That was four years ago. Brown took the rough words to heart and went home to think over them. He wondered if it were true that he was no man. He wondered if he didn't have the backbone to keep a promise for a week. He wondered if he really was going to become a pro-

fessional bum and his family suffer want because of him. All these things he thought over after his last discharge. Then he set his lips in a firm, straight line that is seldom seen in men who fail, and went out to seek employment in a new shop where he would be unknown.

The writer met Brown a month ago, and he was then foreman of the press-room. He had been working steadily for four years and had made himself invaluable to his employers. He had saved money, and there was no doubt that he is a real success in his line. The man who discharged him the last time was wrong; Brown did have a will and a backbone, but it took him a long time to find it. However, this helps along considerably the argument that it is never too late to succeed.—*Plain Dealer*.

Parry and Parryism.

The *Wall Street Journal* which occasionally says some sharp things to organized labor, and is not particularly friendly to it, in fact takes an independent position, and hits what it thinks amiss in economic life, severely punctures Parryism in the following:

The less interference with economic law the better. More freedom of trade, less tariff restrictions; more competition, less monopoly; more liberty, less legislation and governmental interference—those are ideals to strive for and work towards. But we are always in danger of going to an extreme in the advocacy of any principle. Freedom is so desirable that we must have it at any cost, but too much freedom means anarchy. Law is essential to public order and justice, but too much law becomes tyranny. The highest human happiness lies somewhere between the two extremes of tyranny and anarchy. Mr. Parry pleads for industrial freedom. To that we say "Amen." But too much industrial freedom would lead to industrial anarchy.

Order and justice must rule in our industrial relations. The danger is that measures taken to secure order and justice may lead to industrial tyranny. Somewhere between monopoly and unrestricted competition lies the point of highest "economic" efficiency and national prosperity.

But the thing that we would especially call attention to is that Mr. Parry in his appeal for "industrial freedom" limits that beneficent principle to labor. He wants freedom of labor. But how about freedom for capital? He is much concerned about economic law in its relation to labor, but how about economic law and capital? What is sauce

for the goose is sauce for the gander.

One of the mightiest developments now going on in the world of business is concentration of capital. We are told that concentration is a result of natural economic law, and that any interference with it would be followed by the penalties which always visit violation of law. This concentration, however, is working toward the wiping out or reduction of competition which is freedom. It is working for regulation of production, and maintenance of stable rates and prices, and such regulation is interference with the law of supply and demand.

What is trades unionism but another phase of concentration? May not labor copy capital? When we begin to talk about law and freedom, let us be sure that we mean law and freedom for everybody alike, both master and servant, employer and employee, capital and labor.

Incidentally we may remark that Mr. Parry is doing the cause he advocates more harm than good, and the labor unions might help themselves by contributing to Mr. Parry's campaign expenses.—*Labor Journal*.

An Employer's Liberality.

The following advertisement is a good example of that class of men who are fiercely clamoring for individual liberty to work for whom and for what price they please. This advertiser may not be a Parryite, but his initials spell the right thing—H. O. G. EDITOR.

Here is the ad and a reply from a well known stenographer, which bears evidence that he could earn the \$3:

WANTED—A young man for office; must be an experienced stenographer and typewriter and able to correspond in English and German; salary to start, \$3 per week. Address H. O. G., 711, The Ledger.

"H. O. G. Dear Sir: I beg to offer myself as an applicant for the position advertised this morning. I am a young man thirty-seven years of age, have had twenty-three years' business experience, being connected with the United States embassy at Madagascar, and feel confident if you will give me a trial I can prove my worth to you. I am not only an expert bookkeeper, proficient stenographer and typewriter, excellent telegrapher and erudite college graduate, but have several other accomplishments which may make me desirable. I am an experienced snow shoveler, a first-class peanut roaster, I have some knowledge of removing superfluous hair and clipping puppy dogs' ears, and have a medal for reciting 'Curfew Shall Not Ring Tonight,' am a skilled chiropodist and a practical farmer, can cook, take care of horses, crease trousers, open oysters and repair umbrellas, and am also the champion plug tobacco chewer of Pennsylvania, my spitting record being thirty-eight feet.

"Being possessed of great physical beauty, I would not only be useful but would be ornamental

as well, lending to the sacred precincts of your office that delightful charm that a Satsuma vase or a stuffed billy goat would. My beard being quite extensive and luxuriant, my face could be used for a pen wiper and feather duster.

"I can furnish high recommendations from Chauncey Depew, Jacob J. Coxey, Kaiser Wilhelm, Captain Clark, the prime minister of Dahomey, and Akhoon of Swat.

"As to salary, I would feel that I was robbing the widowed and swiping sponge cake from the orphaned if I were to take advantage of your munificence by accepting the fabulous sum of \$3 per week, and would be entirely willing to give my services for less, and by accepting the sum of \$1.30 per week would give you an opportunity of not only increasing your donation to the church, paying your butcher and keeping your life insured, but also to found a home for indigent fly-paper salesmen and endow a free bed or so in the cats' home. Really, old man, your unheard of bounty borders on the supernatural, and to the unophisticated must appear like reckless extravagance.

"Can call any night after 10 o'clock, or can be seen Sunday morning in the loft of the church, Broad and Dock streets, where I am employed as first assistant organ blower and understudy to the janitor. Respectfully, Louis —"

Discipline of Trainmen and Block Signals.

The adoption of automatic block signals by the railroads has a very important bearing on the discipline of trainmen, as is pointed out by R. G. Kenly, trainmaster of the Lehigh Valley Railroad. In a paper presented last week before the Railway Signal Association, Mr. Kenly says:

The first thought on this question of discipline, in connection with automatic block signals is, there is no record nor check on their observance or proper interpretation by trainmen. Compare, for instance, the non-observance of a stop indication at an isolated automatic signal, with the observance of a positive signal governing a derail switch, or even of a manual block signal where a report of its non-observance would be promptly made. Does it not occur to many of us that there is a (mentally) careless class of men, who might disregard the automatic indication, and trust to their imagination as to track conditions, who would not dare to do so where a check on their action would be indisputable.

There is another class of men who draw on their imagination as to train movements, in connection with automatic signals, and are disposed to assume rights totally at variance with good railroad practice; for instance, there is on record a case of a freight train pulling from a passing siding, following a passenger train which passed at a high rate of speed, freight engineman assumed that passenger train was miles ahead before he got under way; result, the freight train be-

yond control, passed next automatic signal indicating stop and collided with passenger train. How shall we regard the action of the freight engineman? Was it ignorance, carelessness, or lack of judgment?

Again, cases are frequently noted where the caution indication is not properly observed—the indication may have been noted, but there is a tendency (erroneous, it is too true), after passing two or more caution indications, for an engineman to conclude that he has gauged the speed of a preceding train, and to imagine that he can maintain this speed indefinitely, wrongly expecting that at each succeeding signal he will get a proceed and a caution indication. Many conditions are liable to get such enginemen into very serious trouble, a burst air hose, a car or engine failure, or an outlet switch or main line crossover in use by some yard crew or work train, in fact the unexpected, but possible, conditions must be guarded against, and the railroad man, in whatever capacity, responsible for passing a signal in the stop position with a proper caution indication having been displayed, cannot be too severely dealt with. Dismissal appears to be the only proper discipline for passing a signal at stop. The result of the error should have little or no bearing in the decision.

There is another question of *esprit de corps* worthy of consideration, in connection with this subject. Does the protection afforded by automatic block signals in connection with the many other safeguards introduced in the movement and handling of trains, induce carelessness and lack of initiative among the trainmen? To quote from some recent remarks of our "Strenuous Teddy:" "The vigor and effort, without which the manlier and hardier virtues wither away," give us a key to good service—we must have strenuous men, drones and laggards must be weeded out; when the withering stage begins, there are no positions in railroad operation big enough or small enough to hold such. Enormous sums have been spent by railroads in safety appliances; not the least of which by any means have been the expenditures for block signal protection; the wages of trainmen are very good, and the service nothing like so burdensome as a decade ago—it is but reasonable, therefore, that the very best results are demanded, and discipline should be administered with these facts in mind. This opens the way to a discussion of what is Discipline.

Discipline, in the opinion of 90 per cent of railroad employees, means punishment for errors, and at long intervals to a favored few, recognition of good work by credit marks in the archives which are

promptly forgotten on the later advent of misfortune. Webster says it means "correction, chastisement, punishment intended to correct errors," but if we are going to assume this is the only meaning of discipline, then the best discipline would be reckoned by the number and severity of the sentences inflicted on erring employees, and the best disciplinarian would be the one who could best ferret out errors, who could best tangle up some poor unfortunate, and tell him how and when and why he ought to have done exactly right (easy enough after one has had time to think and review). Does this appeal to us as good discipline? Rather let us take another "Webster" definition, discipline means "education, instruction and government, comprehending the communication of knowledge and the regulation of practice," and tell me, do we not all agree that here is the essence of good discipline and loyal service, does it not cover the subject in hand? It will more quickly give us best results for the outlay of money in signal installation than all the punishment that can be devised.

Punishment for errors is a necessary evil—just as necessary as it is evil. There is a class of men (as well as school boys) who simply will not be educated; most of them are pushing wheelbarrows; if one should get into railroad service, it is necessary to punish him—his family unfortunately generally suffers all the evil. To conclude, let us devote our time to education and regulation of practice, and by this interpretation of discipline, reduce to a minimum the necessary evil.—*Railway World.*

Strike Responsibility.

Hon. W. Bourke Cockran, in a recent address on "The Conflict Between Capital and Labor," said in part:

Comparatively few strikes are due to disputes over wages. They are fixed by immutable laws. To my mind where there is a suspension of industry the employer should be held responsible. He is the captain to whom all others must look. The man in charge of an industry, no matter what it may be, who lacks the skill to deal successfully with the men employed under him, shows by his impotency that he was never fit to have been placed in charge of it. I did not say that he lacks anything in morals or honesty, but he lacks skill.

The responsibility for most of the strikes lies with our captains of industry. It is true that capitalists realize in a general way that they and the laboring men are partners, but in the breasts of many still lingers the old prejudice imbued into

humanity in the early Roman and feudal days when labor was servile. They seem to forget that the term "service" does not apply to labor now, that there is a real partnership between the capitalist and the man who works and that together they must prosper or decline.

If we look over all these strikes we do not find that they have arisen through disputes over wages, but were due to disputes with the men whom the employer dealt with. I don't see what difference it makes whether the employer deals with A, B, C or somebody else. Yet against that we have seen whole industries paralyzed, conditions of society threatened, because the employer would not settle with some outside person. That is no reason for causing a disruption. What concerns the employer and the laborer is what should he pay and what should he be paid.—*Progress.*

Only Wreck Safeguard, a Cool Head.

In discussing mechanical devices for safety of trains Mr. P. H. Honlahan, General Supt. Toledo, St. Louis & Western, said:

"You can labor from now till you are 100 years old in trying to equip railroads with every conceivable device to secure safety and yet you will have disaster unless you realize the great fundamental requirement of judgment—brains.

"No invention, however efficient, will take the place of a man with a cool head, who can reason rapidly and accurately in times when lives are hanging on seconds. Block signals may become clogged and fail to work, a telegraphic order may have a doubtful meaning, a switch lamp may be turned wrong, or a hundred other things may happen that would furnish an excuse for a man to say, 'It wasn't my fault.' But going down to the bottom of railroading, you want to impress upon men who have to do the running of trains that their judgment is the real reliance; their knowledge of what to do when the emergency arises. You will notice from reading accounts of railroad wrecks last winter that some of them were on lines equipped with every known device to prevent just such accidents as happened.

"I am not one of those who believe men should be retired from active service when they have passed 40 or 45 years. It requires from 35 to 40 years to ripen some intellects into perfect judgment. The man of 40 generally has been tried by fire, and he thereafter avoids the conflagration. Like the general on the battlefield, he knows what's best to do. A younger man might take his chances on a sharp curve or over a yard full of

switches. The veteran will begin to cut off steam at the proper moment and reduce his speed, making up the time on the next fair stretch.

"Brains are a matter of development in railroading as in everything else. You can't find any mechanical substitute though you line the track from beginning to end with automatic devices. Just as you come to rely on mechanics instead of men, just in proportion will accidents increase. When I'm riding in a sleeper I rest easier if I know there's a man of nerve and judgment in the cab than were the way sparkling with signals. I'm a friend to every possible appliance for safety, but I'm a greater believer in a system that relies upon human agencies as the chief safeguard. The reason? Why, God made man, and man made the inventions. The Master's work is the better."—*Brookfield Gazette*.

Man's Service to Man.

The service that a man does to his fellow-men does not bring down their gratitude upon him. And what then? There is a blessing which may come to him even out of the withholding of the legitimate completion of his service. It may throw him back upon the nature of the act itself and compel him to find his satisfaction there. Many a man who, having served his brethren in public or in private, has looked up from his work with a true human longing that his work should be recognized, and heard no sound of gratitude, has then retreated to the self-sacrifice itself, and found, in the mere doing of that, even deeper, even keener joy than he could have gathered from most spontaneous and hearty thanks. That has been support, the inner triumph, of many a despaired reformer, and misunderstood friend. Men have found a joy which they could not have had in a world undisturbed, and whose moral order was perfect.—*Phillips Brooks*.

A Little Sarcastic.

The statement is made that the Douglas shoe factory is turning out 10,000 pairs of shoes a day. This statement seems impossible, in the face of the assertions of our friends of the Manufacturers' Association that the use of the union label renders goods unsalable. Surely it is impossible to sell that many pairs of union-labeled shoes in a day. And then, too, Mr. Douglas pays union wages, which, according to these same gentlemen, must inevitably result in bankruptcy. With the terrible drain upon his resources from the payment of extortionate wages and

the loss of business resulting from the use of the label, it is no wonder Mr. Douglas made such a race for a job as governor of Massachusetts. He needed the salary to keep the wolf from the door.—*Trades Union Advocate*.

Fraternal Fellowship.

One of the cardinal principles of unionism is brotherly love. Strive as you may, no matter how just your cause, half of your failures can be attributed to a lack of that feeling which should predominate the being of every man with the welfare of unionism next his heart. Be a union man and be a brother at the same time.—*The Federationist, New Brunswick, N. J.*

The Reason Why.

Why have we over 8,000,000 men who have thought it worth their while to join trades unions? It is because the conditions of modern industry today have forced them into organization.

With unions they have come to enjoy those rights and conditions which have ever been denied them as individuals. Take the case of shoemakers in the factories of Massachusetts. In those factories not one man, but 88, are employed in the manufacture of a single shoe; so that the individual shoemaker all day, and the whole year round, is confined working upon one eighty-eighth of a shoe. In order for him to have a say in raising his wages he must combine with 87 other men before he can, in any sense, modify the conditions of employment.—*The Union Herald*.

Be Careful About Panama.

It ought not to be necessary for newspapers in this part of the United States, at least, to direct the attention of their readers to the warning given by Mr. John Barrett, American minister to Panama, before his transfer to the United States of Colombia, against seeking work on the Isthmian canal without fully understanding all climatic and other conditions which must be faced there, and without the security afforded by employment guaranteed before leaving the United States. As Minister Barrett very sensibly says, it is folly for Americans expecting to live by heavy manual labor to undertake to compete in the tropics with Jamaicans and other natives of regions so hot that the average white man is unable to dig much with pickax or shovel, or subject himself to any other like physical strain. It appears that numerous victims of misplaced hopes are now stranded on

the Isthmus, dependent upon charity for scanty means of existence and without reasonable hope of earning enough to pay for steerage passage back to their own country.—*Cleveland Leader.*

Railway Life in South Africa.

In our last issue we gave some particulars of working on the railways in the Gold Coast Colony. We have this week received a letter in respect to the conditions of service now obtaining on the Central South African Government Railways, which include the Orange River Colony and Transvaal. Our correspondent says:

All trains on these railways are worked on the trip system, and, needless to say, we are two and three hours working for nothing almost every day, also they have taken our guaranteed day from us and pay us only for the hours we work. Fancy, if you happen to be on the passenger trains between Johannesburg and Pretoria, you only make six and seven hours a day, and when you consider the cost of living out here it is enough to stagger a man. We have been in front of the railway board, which includes several mine owners whom they have called in to help them to crush us now the war is over. These are the men that we risked our lives for, and this is the treatment we get for it. The profits of these railways last half-year was three-quarters of a million sterling. We got no satisfaction from them, only the old story, "If you don't like it you are at liberty to leave the service; we can get plenty of men from home," add it is just to let old friends at home know the facts that I pen these few lines to you. Wherever it has been possible to do away with white labour they have done so and put a nigger in his place.

We have no doubt that our correspondent's warning will have its due effect.—*London Railway Review.*

Queer Epitaph.

In the *London Railway Magazine* there appears a curious graveyard inscription. On November 10, 1840, Thomas Scaife, an engineer, lost his life at Bromsgrove through an explosion. His fellow workmen erected a tombstone with the following home-made ode:

My engine now is cold and still,
No water does my boiler fill;
My coke affords its flame no more,
My days of usefulness are o'er.
My wheels deny their wonted speed,
No more my guiding hand they need.
My whistle, too, has lost its tone,
Its shrill and thrilling sounds are gone.
My valves are now thrown open wide;
My flanges all refuse to guide.
My clacks, also, though once so strong,
Refuse to aid the busy throng.
No more I feel each urging breath;
My steam is now condens'd in death.
Life's railway's o'er, each station's past,
In death I'm stopp'd, and rest at last.
Farewell, dear friends, and cease to weep;
In Christ I'm SAFE, in Him I sleep.

London Whitehall.

Old Westminster Palace was the London residence of the archbishops of York and was known as York House or York Place down to the reign of Henry VIII. On the downfall of Cardinal Wolsey, 1529, York House was delivered and confirmed by charter to the King, who changed its name to Whitehall.

There were already several Whitehalls in the country, and the choice of the name in this instance may have been due to new buildings of white stone, added by Henry VIII., which contrasted with the red brick in general use. Another conjecture is that the king wished to emphasize the depth of the cardinal's fall by erasing the very name of the palace so clearly associated with his elevation to power and position.

This appears to have been Shakespeare's view, for in Henry VIII. we read:

Sir, you must no more call it York Place; that's past.

For, since the cardinal fell, that title's lost.
'Tis now the the king's and called Whitehall.

—*London Telegraph.*

Origin of Lloyds.

Two centuries ago a man who had a cargo to send to the Mediterranean contrived to get rid of some of the risk by inducing a friend to take an interest with him. It was necessary to write out a statement of contract to which the guarantors subscribed. This was the first underwriting. These two men happened to be frequenters of Lloyd's coffee house in London, which was a favorite place for the merchants of the town to gather to discuss business or to gossip.

Others immediately saw the advantage of the scheme which their colleagues had devised, and on the next voyage the risk was parceled out among a larger number of the patrons of the coffee house.

Out of this small beginning has grown the great European maritime agency, still bearing the name of the humble coffee house proprietor, and which not only writes risks on vessels, but rates them and publishes their arrivals at every port the world over, no matter how small or how remotely situated.—From "*The Annals of the American Academy.*"

Ruler of Russia's Title.

The general allusion to the ruler of Russia as the czar is, strictly speaking, incorrect. His official title is "emperor and autocrat." Czar is the old Russian word for lord or prince and was abandoned by Peter the Great on his triumphal return

from Poltava, his crowning victory over Charles XII. of Sweden. Since then the Russian monarch has been officially entitled emperor, and at the congress of Vienna in 1815 his right to the imperial term was admitted by the powers, with the proviso that, though he was emperor, he had no precedence over the kings of western Europe.

Thrown Aside to Wait.

On a sidetrack, cold and drear,
In these wintry winds I stand;
Not a sound to reach the ear,
Not a touch of human hand.

Once I was so strong and bright—
All my brasses round me shone,
Now with rust I've lost my might,
And I stand here all alone.

Long, long years I've traveled on,
Working with my might and main,
Hauling loads of freight upon
Slippery rails by frost and rain.

Once I saw a headlight flash,—
On I hurried just the same,—
And I heard a fearful crash;
Like a thunderbolt it came.

In the midst of hissing steam,
I could hear the moans and cries
'Neath the frame and pilot beam,
Where my wounded hero lies.

By the guidance of his arm
I was driven to my fate;
Whom to blame for all the harm
Is not in my part to state.

Many years since then I've spent
Flodding on with heavy freight;
Discarded now, I'm never sent,
But left alone in this sad state.

Like an old and tattered coat,
I am thrown aside to wait
Till some hand will come and tote
All this scrap iron to its fate.

BROWNIE.

The Moon and the Weather.

The moon is the most powerful agent in producing the tides on the earth; it also produces some light variations in the earth's magnetism. So far as science has been able to investigate there is absolutely no change in the weather which can be attributed to the moon, although half or more of mankind seem to believe that the moon does have some control over the weather. All such beliefs, including the time for planting gardens and for going fishing, are mere superstitions—the survivals of an age of ignorance.—*St. Nicholas.*

The Printer's Devil.

Aldus Manutius, a printer in Venice to the holy church and the doge, employed a negro boy to help him in his office. The boy was believed to be an imp of Satan and went by the name of the "printer's devil." In order to protect him from persecution and confute a foolish superstition Manutius made a public exhibition of the boy and announced that any one who doubted him to be flesh and blood might come forward and pinch him to make sure. The mistaken impression was removed, but before this time the name "printer's devil" had been attached to the boy and was thenceforth applied generally to the boyish assistants in a printing office.

Great Distances.

From San Francisco to Yokohama the distance is 6,960 miles in an air line. From that city to Melbourne is 6,000 miles in round numbers. Manila is over 1,800 miles from Yokohama and 2,800 miles from Peking. Manila and Melbourne are over 4,200 miles apart, while from Manila to New Zealand is nearly 7,000 miles. Bangkok is distant 1,600 miles from Manila. Canton is 800 miles and Hong-Kong 700. Singapore is 1,500 miles from Manila, and the chief city of Borneo, Banjermassin, is distant over 2,000 miles.

When Washington Was Inaugrated.

On the occasion of Washington's second inaugural many of the members of Congress were desirous of waiting on him in testimony of respect as chief magistrate. A motion was made to adjourn for half an hour for the purpose, which, however, met with great opposition as a species of homage—"it was setting up an idol dangerous to liberty; it had a bias toward monarchy."

Radium Energy.

It has been calculated that the energy stored up in fifteen grains of radium is sufficient to raise 500 tons weight a mile high. An ounce would, therefore, suffice to drive a fifty-horse power motor car at the rate of thirty miles an hour around the world.

It is just as wicked to intrust some men with large amounts of money as it would be to put an idiot in charge of an express train.

Intelligence, industry, honesty and thrift produce wealth, and those who possess such qualities are best fitted for its custody.—*Exchange.*

Correspondence.

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision and rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Syracuse Union Meeting.

TO J. W. WATSON.

Dear Joe, I traveled back the years,
That day I faced your mighty throng
Of New York Central engineers,
The first to woo me into song,
To tell about our joys and woes,
Our pleasures and our hours of pain,
In summer's suns, and winter's snows,
Before full many a hard-pulled train.

I saw the heads of whitened hair,
That once could shame the raven's wing,
Of scores of dear old-timers there,
Who often made me gaily sing,
Who did my quaint old jingles raise,
In accents of unmeasured glee,
And were the first to lavish praise
On each crude effort made by me.

It was not always sunshine then,
We had a spell or two of woe;
Bouquets were scarce with railroad men,
Some five and thirty years ago.
We lived on hope, 'twas airy food,
We pounded Hinkleys and McQueens,
And oft on wintry grades we chewed
Our frozen hash or pork and beans.

We had no air in those old days,
To save us from the crash ahead,
I often had to croon my lays
Above the bier of heroes dead,
Who, like the adamantine rock,
Reversed and stood with bated breath,
The first to feel the dreadful shock,
Which crushed or scalded them to death.

We linger yet. We've better times,
And much more pay than years ago.
Roast beef and pie run through my rhymes
More than they did of old, dear Joe;
And to such brainy lads as you,
Who curb the rash, reprove the wrong,
Is all the honor justly due,
Which is the burden of my song.

SHANDY MAGUIRE.

Troubles and Triumphs of Travel.

BY SHANDY MAGUIRE.

[Continued from June JOURNAL.]

At Pomona we saw the streams of water running between the rows of orange trees, for the purpose of irrigating their roots. Many questions were asked relating to the system of watering them and the replies were very interesting to us. We showed our astonishment in our faces at each new piece of information, and some of us came near mobbing Pound for saying, "God bless the country where you can raise a flock of ducks in every barnyard, and have plenty of water, clear as crystal, for them to wobble about in if you so wish." Between himself and Davis we were continually nagged when we'd award any praise to the beautiful land we were passing through, which was fit to be the lost Paradise of Adam and Eve.

Birmingham was the garden spot of the world with Pound; and Davis blew his bazoo about Denver and the foothills, until we refused to listen to them.

Davis said to me on one occasion after we made him dry up quicker than the climate would, "You seem to have a poor memory. I remember the time when your feet were much more tender out in Denver than they are today; but we took you carefully by the hand and led you along until we felt you could walk alone. I don't think it is gratitude on your part to forget Miss Maggie McGill and the day she knocked you out in the opening round in the Tabor Grand Opera House with a floral harp just as big as herself, made of flowers just as beautiful and fragrant as any in California. It would be well for you to remember," to "be sure, you are off with the old love before you are on with the new."

I did not think I deserved the rebuke, as I have recollections of Denver in the very sunniest niche of my heart; but Pound was a sower of discord. I told him so, and Davis accepted my excuses.

By the way, dear Mrs. Pound, there is an old girl sitting near to where I am scribbling, who has told me a score of times, when the opportunity to give you

her kind regards in these lucubrations would occur to do so, and also to express the wish that you and herself may meet in Memphis next year, till she renews the endearing friendship begun on this memorable trip; and as we are now nearing the home stretch I have done so ere we part, and I also add my own hopes for such a meeting.

The next stop from Poinona seemed to be a meeting point. I noticed us taking the siding. About two hundred feet from our train was a big yellow pile of what some called California poppies, and others oranges. I solved the question by going to the place and finding them oranges. I made a bag of my coat and brought a peck of them back to our car.

From the train we passed we got Los Angeles papers of two and three days old. "Listen, boys and girls," sings out Sanderson, "to what we've missed." He then read to us the report of the trip around the Kite and the banquet at San Bernardino, where the multitude was deluged with rose leaves which fell from above as the banqueters dined, together with a very fine report of the day and evening in general.

"It is too bad we were not with them. We are like a cow's tail, always behind," said McGovern.

"You don't want a cow to carry her tail ahead, do you? The paper said they came one thousand strong. How much provender would you get to consume if you were there? You'd have to keep your mouth open and fill up on rose leaves as they'd fall," said the arch disturber, Pound.

"You'd not get up from the table hungry if gall would get you waited on," said Sanderson, who did not like the interruption. Davis then dipped in his oar and said:

"I don't much marvel at the banqueters being pelted with roses, and showered with their leaves. If they cost one dollar or maybe two a dozen they wouldn't have to look skyward to see where they fell from; not that I am disparaging the big-hearted hospitality of the citizens of San Bernardino, but look out on each side

of the track and you will note that the very choicest brands are as plentiful as are the buttercups and daisies in our own country.

"Never desire to be in any crowd of big proportions, for you only are an insignificant unit in the great crush all about you. If any of you were at the Atlanta Convention, and accompanied the crowd to Chattanooga, you yet remember the very miraculous escape the load had going up the incline railway, when the cable broke and —"

"Oh, give us a rest and don't be conjuring up painful things past and gone. Here was a banquet hall where 73 baskets of lilies, roses and date palms shed their fragrance around until the banqueters enjoyed the deliciousness of an epicurean feast and partook of it amid the dense perfume of an unsurpassed display of the adorning surroundings," said Sanderson.

"Does it tell of the bill of fare anywhere in the description?" says Davis.

"Yes, a full description."

"Was there any tongue served?" said Mrs. Davis.

"Yes, plenty."

"There is one man in our party who would not have to be furnished with any, for Nature made a generous presentation of the article to him at birth."

We were on the point of making inquiries whom the lady meant the moment she ceased speaking, but the train slowed down, the train door was opened by a trainman, and in a clear tenor voice he sang out "Pasadena."

The name was like an electric shock to me. I've heard it so often, and read of the beauties of the place so much, that I wanted to see if my glimpse from the car window would bring it up to my preconceived ideas of what it was, and after a glimpse of brief rapturous duration I exclaimed in the opening lines of the Battle Hymn of the Republic, "Mine eyes have seen the glory of the coming of our Lord!" All became full of enthusiasm at the sight of the beautiful place, and it looked as if we could make the few remaining miles in harmony, without any jarring chord of discord, but the hope was a de-

lusion. Birmingham had the call, and our admiration which was silently bestowed on the peerless panorama we were viewing was taken by the son of the place, either by nativity or adoption, to be giving consent to his description of some villas in that city's suburbs. The trainman came to our rescue by singing out "Raymond," and indeed, we could not find words to praise its beauties. Such a profusion of flowers, palms and trees as symmetrical as if the Arboriculturist of the Universe did the pruning and trimming, and set them in the various places to make observers bend their knees upon the artistically trimmed verdure, to send thanks to Him for His glories.

"Who is Raymond, anyway?" said the nagger.

"He must have been the founder of this place," said McGovern, "and never was there a butcher whose statue is erected in marble or bronze for the admiration of observers, from Samson who slew the Philistines with the jawbone of an ass—with a quick glance at Pound's jaw—down to the last one erected, gets one-hundredth part the pleasurable ejaculations than does the founder of this place, be his name Raymond or Dennis."

"Hear, hear," said Sanderson.

"That's English, you know," chimed in Bryant.

"And it's truth just the same," said Davis.

The trainman came in at this time and, addressing the ladies, pointed to a peak midway between the valley which we were running through and the snow-capped summit, and said, "That peak is known as 'The Lover's Nest.'"

"Why did it get that name?" said Mrs. Davis. "It is quite a job to get up there to nest. There are many more convenient ones nearer home."

"When this road was building," said the trainman, "there was as fine a specimen of a young man working on one of the construction trains as one's eyes ever saw. He was loading ties here one day as a young lady came along with her carriage, and holding a baby in her arms. She sat the child down on a robe and left it in

charge of the driver while she went picking flowers. It was about six months old. The horses being restive, they occupied the attention of the driver on account of the blowing off of an engine standing a little way beyond. With the rapidity of a dart of lightning an eagle swooped down from the peak where it had its nest, and took the child up in its talons. The news spread with the speed of thought. The young mother fainted away, and the men working on the construction train all ran to the place where she fell, with their features blanched at the terrible happening. No one seemed to know what to do till young Maybery—his name was Arthur Maybery—sang out in a commanding voice to assist him in making an effort to rescue the child. A score of men responded. He ordered them to get out and unreeve two of the falls in the caboose, which made over a thousand feet of rope; then dividing it into 15 coils of about 75 feet each, he had 15 men shoulder it and climb the mountain by a roundabout way until he got to the summit, about 600 feet above the nest. He made it fast and by a dexterous heave he sent the end flying out beyond the breast of the hill, paid out rapidly, and fortunately it all ran clearly down, hanging about 20 feet out from where the eagle flew with the babe. He made the end securely fast to a tree and told them to hold it in one of their hands, so that if a tugging at it was felt to let it go. He then slid down, and when abreast of the nest he began an oscillating motion in and out until he caught a limb of a tree and swung in. He found the babe sleeping as gently as if in the arms of its handsome mother. He allayed the tremendous anxiety of the spectators below for its fate by swinging his hat. It called forth a mighty cheer. The old marauder of an eagle feared to come near its eyrie on account of the screaming of the locomotive's whistle and popping of guns to keep him away. Maybery then tugged the rope. It was let go above. It was again fastened to a tree and paid out until caught by the men below. He fastened the babe on his back and slid down, occasionally resting in the manner of a sailor,

by twisting his leg between the knee and ankle around the rope, and making the descent as carefully as safety demanded.

When he was half way down the mother was restored to consciousness and informed that her babe was safe. She saw it coming down against the back of its noble rescuer, and no sooner did he touch the ground than a lusty cheer went up for him. In an instant the mother had it in her arms, and after her motherly feelings were soothed by hugging her child, she hugged and kissed Maybery also.

We are now nearing Los Angeles or I would give you the particulars of how the lady married Maybery. She was the wife of a millionaire about 75 years old. He won her in the East by asking her if she'd do him the honor of becoming his widow. She did. He then came here to get his health restored. Our climate will do most anything but renew the youth of an old man with a young wife. He died six months after the rescue, and after the mourning was over, the widow asked the rescuer of her child if he'd do her the honor of becoming her husband, he being bashful and entirely above being a money hunter. He consented. That fine mansion so luxuriously situated in that orange grove is their summer residence. You will note that it is fronting the 'Lovers' Nest.' "

"Are you any relation to a chap named Tom Pepper?" said McGovern; but the trainman was out of hearing.

(To be continued.)

B. of L. E. Men for Panama.

CULEBRA CANAL ZONE, REP. OF PANAMA, {
May 4, 1905. }

EDITOR JOURNAL: As I have been requested by several Brothers to give them some idea of the work here, I know of no better way than through the columns of the JOURNAL.

Briefly speaking, eight American steam shovels and two French excavators are at work here. There are three more steam shovels to be put to work in the near future. There are scattered along the canal millions of dollars worth of machinery, which is practically useless. There are

more than two hundred large excavators, between four and five hundred Belgian locomotives, about one hundred steam cranes and thousands of cars; all these are made of the best material and put up in the most expensive manner. The locomotives have 15½x23 in. cylinders with copper fire boxes and copper tubes. They have six wheels connected with no front trucks and have outside connected valve gear. There are several Roger engines of about the same size, but as far out of date as the French machines. Practically, these engines have no brake, lubricators or injectors. The boilers are supplied with water by an independent or a cross-head pump. As yet everything seems disorganized and there is much dissatisfaction among the men.

There are five rates of pay for the same work. The pay is from \$83.33 to \$145 per month. This alone is sufficient to make men dissatisfied. Enginemen are expected to be at their engines at 5:50 A. M. and work until 5:30 P. M., with an hour off for dinner. No overtime is allowed and if called for Sunday, work is expected without additional pay. Taking everything into consideration, the wages paid will not warrant men coming here. All B. of L. E. and B. of L. F. men will do well to stay away from the Canal Zone. It is my opinion that it will take at least two years time to get the work thoroughly organized. Men are not staying here longer than it takes them to get away. There is much to contend with here, aside from the unhealthfulness of the zone. The conveniences given up by men coming here from the States are worth far more than the salary amounts to. While the temperature is not high in the shade and cool nights make a low average, yet the heat from the sun is excessive. Drinking water is very scarce; a small sterilizing plant is installed here for the benefit of the white men. As the capacity of the plant is only about 200 gallons per day, and there are 300 white men, you can readily see the 1,700 colored men must drink unfiltered water or not drink. Taking all together, conditions are bad here for enginemen and were it not for the fact

that Mr. L. B. Murray understands men as well as engines, it would be much worse. The Isthmian Canal Commission made a wise choice in selecting Mr. Murray for this position. He does all he can to contribute to the comfort of his men, and he never fails to recognize a B. of L. E. man. Mr. Murray has run engines on twenty-six different railroads in the States, and was connected with the Motive Power Department of the Norfolk & Western R. R. in the capacity of Road Foreman of Engines for more than four years before coming here. Still neither Mr. Murray nor the Isthmian Canal Commission can overcome yellow fever and malaria, which are the worst things a man could possibly come in contact with, both of which now exist on the Isthmus and in all probabilities will be here for some time to come.

The air is so damp that clothing can be kept dry only by putting in the sunlight each day. Clothes that are allowed to remain in the house for any length of time become mouldy and will rot in about four weeks.

When I came here I expected to see many mosquitoes, but as yet have seen very few. They are not nearly so large and so ferocious as the mosquitoes at home.

Returning to the work of digging the canal, what has been done is scarcely noticeable. The Culebra Cut, the deepest on the canal, will be something like 600 feet deep, about 180 feet deeper than it is now. This one cut will take at least 20 years to finish. There are between forty and fifty engines working here; about half the engineers are white and the rest are colored. The colored men do fairly well, being not nearly as ambitious as white men, they are better satisfied at half the pay and do not complain at anything.

I would say in conclusion, that no Brotherhood men should come here unless they have at least sufficient money to pay a first-class steamer passage back to New York or New Orleans (which is about \$35), as steerage passage is not being sold, owing to yellow fever being prevalent on the Isthmus.

Men coming here in the near future will find few quarters. There are from two to ten cots in each room, but the board is as good as could be expected, costing \$25 per month or 27c per meal.

With best wishes for the fraternity, I am,

Fraternally yours,
JAS. J. RICHARDSON, Div. 523.

Back to the Land.

NAPA, CAL., May 1905.

EDITOR JOURNAL: I think we "have beans" will have to ask you to set aside a portion of the JOURNAL for our special use. The section might be called the "superannuated corner," or the "side track." A considerable portion of your constituency are no longer interested in, or competent to write of matters concerning locomotive or train service. The contributions to the Technical Department are becoming more and more a mystery to us. Although in full sympathy with our old associates, a long term of years spent in other life pursuits has dulled our interest in much that is of lively interest to those who stand on the footboard today. So I think that if you would give us one of those pages in the back part of the book, lately vacated, we ex-railroaders might herd together there and not feel that we are intruding. For instance, I want to tell you what a terrible tussle I had recently plowing under "burr-clover" in my orchard, but I am mindful of the fact that our organization is an international one, and that the readers of the JOURNAL are widely scattered; so while my experiences might interest a few I realize that there are many running out of Quebec, for instance, or the City of Mexico, who may not be interested in a recital of the trials of a California horticulturist, even though he once ran a locomotive, which suggests the idea of tucking us away near the advertisements. The large number of letters received in response to my letter in the JOURNAL a year or so ago, is evidence that there are many engineers who have a longing to follow my example and "get back to the land." It is a natural desire. First of all, we tilled the soil. Life on

the land is the natural life; all other pursuits are artificial, and the natural outlives the artificial. Among the earliest recorded utterances of man was that of Cicero, the great Roman orator who lived a hundred years before Christ; delivered at a time, one would think, when there was little else to engage man's attention but agriculture, except, perhaps, war. He gives a fine picture of the Roman enthusiasm for agriculture.

"I come now to the pleasures of husbandry, in which I vastly delight. They are not interrupted by old age, and they seem to me to be pursuits in which a wise

wealth; it abounds in kids, in pigs, in lambs, in poultry, in milk, in cheese, in honey. Nothing can be more profitable, nothing more beautiful, than a well cultivated farm."

It will be noticed that the author of this enthusiastic outburst was not a farmer, but an orator. He was the prototype of that splendid American, W. J. Bryan, who is an agriculturist as well as an orator. Mr. Bryan defines an agriculturist as one who makes his money in town and spends it on the farm; a farmer as one who makes his money on the farm and spends it in town. Mr. Bryan belongs to



BRO. D. J. BROWN, AS A CALIFORNIA FARMER.

man's life should be spent. The earth does not rebel against authority; it never gives back but with usury what it receives. The gains of husbandry are not what exclusively commend it. I am charmed with the nature and productive virtues of the soil. Can those old men be called unhappy who delight in the cultivation of the soil? In my opinion there can be no happier life, not only because the tillage of the earth is salutary to all but from the pleasure it yields.

"The whole establishment of a good and assiduous husbandman is stored with

the former genus. There have been many eminent agriculturists between Cincinnatus and Bryan, including Washington, Jefferson and Horace Greeley, and now in these latter days must be added to the list Joaquin Miller, the "Poet of the Sierras." This is his song: "Get land, get land, and never let go a handful of sand." Joaquin got land down in Texas—land at the time of purchase supposed to be of little value—so he was enabled to indulge his passion to the utmost, becoming the possessor of leagues of it. That land is now part of a territory covering one of the

richest oil reservoirs on earth. As the poet is far past three-score he may now feel safe from want during the five or ten years that remain to him on this sphere.

The agriculturist is much more enthusiastic than the farmer. Enthusiasm abates somewhat when one has to get in and do his own plowing, especially such plowing as fell to the lot of the writer in the spring work of 1905. In California we have two grasses which make a rank growth in the winter and early spring. As the season advances they die out from lack of moisture. These are "burr-clover" and "alfillera." The stems or vines of the clover are at times six to eight feet long and so interlaced as to make plowing through them next to impossible, without the aid of an appliance called the "rolling coulter." This device is a steel disk 12 or 14 inches in diameter, which is suspended from the plow beam and revolves in its frame, just ahead of the plowshare. All ordinary vegetation is overcome by the coulter, but the continuous rains and absence of frost during the past winter have produced an excessive growth, a growth that has almost baffled the best plowman with the sharpest coulter. In the open field the coulter wins, but dodging around trees is another proposition. It is the work of this kind that destroys enthusiasm and makes the *farmer* a different type from the *agriculturist*. Providentially the labors of the farmer are interrupted occasionally by a storm, or by an order of the court to attend as a juror, the elements, the law, sickness or death—these are the only interruptions to the daily round of the husbandman.

Your correspondent never took part in civil government and has kept clear of the courts, until recent years, except when he had to appear occasionally before the coroner. Now, however, having a certain abiding place and being a freeholder, he is called to serve on grand and trial juries. The change from the field to the court room where one can listen to the war of words and the eloquence of the lawyers, and where one can for a time mingle with his fellow citizens, is an agreeable change

and gives needed rest and relaxation. This is the farmer's vacation.

A six days' rest came to me recently on a murder trial and the honor of being foreman of the jury, and the satisfaction of announcing a verdict which set two unfortunates free. In this case the dead man's neck was broken and a dozen of his ribs. The work of the defense was to convince the jury that these injuries came in the course of a desperate struggle and not by foul means. One of the ablest lawyers in the state representing the defense in a heart searching address to the jury suddenly approached my chair and leveling his finger at me, said, "You are a locomotive engineer. You know what impact is. You have seen great bodies crashing together." Now, I had long since made up my mind to vote for acquittal, but had it been otherwise, this flattering reference to my *expert knowledge of dynamics* would have settled it anyway in favor of the defense. In fifteen minutes we found a verdict of acquittal and settled a contention which had consumed six days' time and had brought from the uttermost bounds of the country a panel of sixty citizens. But what of the "victims of acquittal?" Under our system of jurisprudence they cannot obtain redress from the state for failing to make good the charge. These defendants had suffered three months imprisonment awaiting trial, and were subjected to heavy legal expenses in their defense. When we turned them loose they *received the congratulations of their friends*. Is this the square deal? I think not. I agree with the author of a magazine article recently published, that when the "people" fail to establish guilt, *the accused should be indemnified* at least to the amount of their counsel fees and lost time.

Now, Mr. Editor, I only have time to write when it rains. I see the sun is coming out and it may not rain again until next fall, so I must drop the pen and resume my labors. The prime object of this rambling letter is to give the readers of the JOURNAL a glimpse of the daily life of the engineer farmer. The pleasures and trials of rural life are here

impartially set forth side by side. What is written may perhaps be read with some interest and profit by those poor souls who yearn for the trees and the flowers and the grass and the wild birds—who long to “*get back to the land.*”

D. J. BROWN.

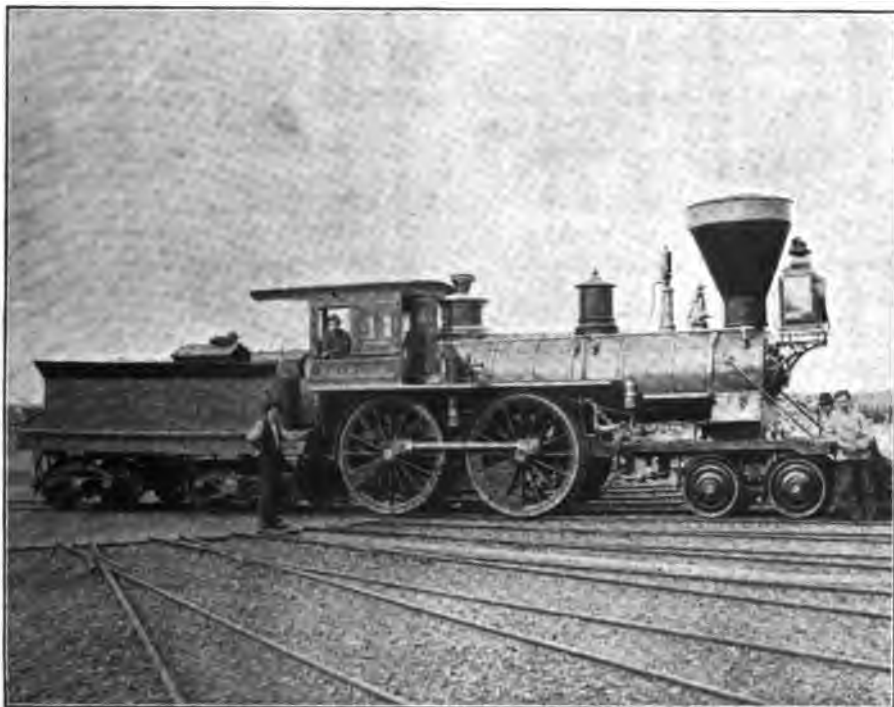
Reaped as He Sowed.

DETROIT, MICH., May 12, 1905.

EDITOR JOURNAL: Our late Grand Chief Arthur claimed that capital has

we laid him away there were none whom he had tried to serve in earlier days present at the end; but Brother Webster simply went up against the wrong man.

At that time there were some of the best men running out of Marshall that ever stepped on a locomotive, and among them were Geo. Watrus, John McCurdy, Jud Thompson, Tom Faulkner, Tom Nixon, and others, who helped organize the B. of L. E., and if they could not assist a man would not do an unmanly act behind his back; but Division No. 2



THE EGYPTIAN. MICHIGAN CENTRAL ENGINE BUILT IN THE 50'S.

never defeated labor, that labor has always defeated itself.

In his letter in the March JOURNAL, Brother Webster, of Div. 328, gives a good idea of the unfriendly feeling of some engineers towards each other. The writer fired for Mr. Priest about two years and knew him as long as he lived thereafter, and heard the experience of the N. Y. C. engineers talked over, and am sure that he did not feel proud of his part in the affair during later years, and when

has an old footboard minute book in which a motion was carried that members were not to speak to nor recognize men who were not members; and to illustrate how grievances were presented, Mr. Sweete received a box from Chicago by express containing a dead pup, her tail cut off and a card which said, “Cut me closer;” also half a loaf of bread, a card saying, “Half a loaf is better than no bread,” which remark he was said to have made after cutting the pay. But

grievances are handled differently now, and the railroad officials have much more confidence in the Grand Chief of the B. of L. E.

As Brother Reading, Div. 286, requested, will send a picture of one of the passenger engines built at the Detroit Locomotive Works in the fifties, which were hook motion when new.

THE EGYPTIAN.

APOLOGY TO MR. GEO. R. WILLIS.

Oh, for dear Shandy's magic power
To awaken the strain sublime,
And trace the long years' changeful course
Down the rusty rails of time.

Oh, for a master's hand to grave
Each name so 'twill ever be seen,
Of the men who labored but not in vain
When this Brotherhood was but a dream.

We read in the songs of the old Norse bards
That the warriors who battle here,
After crossing the dreary gulf of death
Fight on in another sphere.

These strange wild songs haunt the brain today,
As these pages are unfurled,
And in fancy we hear her sharp exhaust
Echoed far in the spirit world.

Her whistle calls the brakemen to quarters again,
The lever is pulled back as of yore,
And the sands of time run on the fading rails,
As she glides along the echoless shore.

There Arthur now gathers his shadowy band,
Beyond Eternity's fathomless tide,
And Ingraham stands with his work approved,
As of old by the chieftain's side.

Oppression has crumbled and fallen since then,
Opposition is melting away,
The JOURNAL still reigns and factions' waves
Shall beat harmless against its way.

Our mottoes that have weathered these forty odd
years,

From the snows to the souther's green sod,
Shall not be dishonored by Brotherhood men
Nor abandoned by liberty's God.

Fraternally yours,

C. A. HARKINS, Div. 1.

Letter from a Retired Engineer to a Friend.

PLEASANT VALLEY, N. Y., June 1, 1905.

FRIEND DAN: Your favor of the 23rd inst. containing biographical sketches of old timers I have known is at hand. Many changes take place in twenty years, and I have heard little news from your

section in that time. Mother and I are well and pleased to learn that yourself and yours are similarly blessed. Just previous to the arrival of your letter I had a little spell of the blues. Mother insisted on a trip to the roundhouse and that, together with your newsy letter, put me right again. Yes, I went down to the engine house, took the same old route I used for nearly a lifetime. Knew everybody on the way, especially the kids, and they have always known me. When I passed the *Tribunal* office, the usual gang of newsboys were about, waiting for the late editions of the morning paper, some shooting "craps," others playing catch and all apparently talking at the same time. A hardy, bright and busy lot of lads. They used to greet me whenever I passed, and being posted on the arrival of trains, they would sometimes say, "The 'Flyer' is twenty minutes late. You'll have to line her out today, Jace," or some other cheery remark; but today when I passed it was different. It was simply "Good morning, Mr. Kelley." No jolly, no flippant remark from any of them. They just gazed at me much the same as they would at a passing funeral. Their very politeness sent a chill to my heart. Yes, Dan, I feel I am losing prestige. I had hardly gone a block further when I saw a frouzy-haired though unusually fat mule hitched to an express wagon, and doing some stunts in the kicking line that were, to say the least, amusing. He would kick with one leg at a time, then let go with both, and he really seemed to enjoy it. I asked the sleepy-looking driver who leaned unconcernedly against a convenient post if there was anything the matter with the animal, but he answered, "It's just his way; there's no harm in him." I had heard a like expression before and it reminded me of something. Just then it occurred to me I had often heard that when old railroad men die they return to earth in the form of some animal that best represented the peculiarities they had developed during their stay on earth.

Of course, Dan, I don't offer you this as a theological truth, but if there is any-

thing in it, that mule was nobody but old "Buck" Hunkins. If you knew "Buck" you would have known one of the most persistent kickers in this country. Such a trifling thing as cause did not concern him. It was his privilege to kick, and like many other railroad men he exercised that prerogative to the limit. His friends would excuse him by saying it was just his way, as the teamster did his mule, and it was that very familiar remark which I had so often heard that caused me to recall old "Buck" Hunkins. I fired for him on the fourth division. He was a pretty old man then. We did not get along well together. I was as full of tricks as a monkey in those days, and "Buck" simply went into a spasm when any one played a joke on him, so you may believe he had spasms frequently. The last joke they say hastened his death.

One day we pulled into Watson's siding on short time ahead of a passenger train to meet another train. "Buck" neglected to call in the flag, and there being nothing in sight he sauntered down street to "oil around." When about a quarter of a mile away he thought about the flagman, and attracted the attention of the head man who asked me what kind of signs the engineer was giving. "Buck" had just been kicking about something that put us on the outs, so I did not pretend to understand the signs, but told the head man to go and see what he wanted. He did so, and soon returned, telling me to whistle in the flag. Now this head man was making his maiden trip, and was extremely willing to do anything and everything he was told to do, as is the rule with new men, and had also, as is usually the case with beginners, a decidedly exaggerated idea of the serious importance of everything pertaining to the railroad business, and being a big, overgrown, innocent country chap, with decidedly short sleeves and shorter pants, I could not resist the temptation to have a little fun with him and get even with "Buck" at the same time; so when he said to whistle in the flag, I asked him to please do it for me. When

he said he didn't know how, I told him to just blow fourteen long whistles, also to take his time to it and make no mistake. Like "Casabianca" he obeyed, as with a serious expression on his face he proceeded to perform his really first important duty. He was faithful to a fault, for every blast was extremely loud and long. When he reached the ninth the whole town seemed to be yelling "Fire" and old "Buck" hove in sight, making the most frantic motions with his arms, and as much headway as his 240 pounds would permit on such a hot day. He reached the cab just as the echo of the last fierce blast died on the evening air. Words fail to convey any idea of the intensity of his wrath. He was completely out of wind and gasping like a fresh hooked fish. When he finally regained his wind, he seemed to have utterly lost the power of speech, for instead of expressing himself in the manner I had expected he would, and for which he had become famous, he ignored the "Corn Husker" altogether, gave me one long withering look, but maintained a dignified silence, and thus, as they say at Washington, the "incident closed." From that day they said that he was a changed man. I couldn't say as to that because for some reason or other I never fired for him again, nor did we ever mix in a social way.

The performance of the aforesaid mule, whose antics so strongly suggested the character of old "Buck," touched a tender spot on my heart, for I had wronged him. As I turned my footsteps in the direction of the roundhouse again, in spite of my deep sympathy for poor old "Buck" I must confess that my faith in the "eternal fitness of things" was much strengthened. Arriving at the roundhouse, I witnessed the setting of the valves on one of our passenger engines. The engineer was strongly insisting on giving her "lots of lead." Of course, the eccentrics were keyed on, and the engineer knew it, but didn't seem to know that it made any difference. I wanted to tell him, but was afraid he would not like it. Such things should be told to a

man in the Division room. That so many of our men are lame on some points regarding the operation of the locomotive is no credit to us as a class, but rather supports the charge that while insisting on better conditions and increased compensation, we, as an organization, do not make the effort to improve our service in a corresponding degree.

The engine I have just referred to has a new kind of counterbalance, that is, the weight instead of being directly opposite the pin is divided into two weights set at some distance each side of a point directly opposite the pin. They expect great results from it just as they do from every fad tried. The claim is it will ride smoother, the wheels will not wear flat and it will be easier on the rail. It is wonderful, Dan, what groping in the dark there is even in this twentieth century. Our scientific men seem to be up against it all the time in locomotive designing. Some years ago they took an engine into one of the leading technical universities, put her on rollers, like a horse in a treadmill, and worked her at a 60-mile clip; and lo and behold! they discovered that she jumped her driving wheels clear off the rails. They were sure they had discovered something and in all seriousness the news was spread broadcast that at 60 miles an hour, or over, our driving wheels are lifted clear off the rail at each revolution by the counterbalance weights. The engineers throughout the country, at least this part of it, did not get panicky over that wonderful discovery, they simply continued in the old way. The very decided unconcern manifested by them I can only compare to that shown by a teamster when a mischievous boy says, "Mister, your wheels are not turning around."

They don't seem to think we know where we are at on a locomotive, Dan, but I notice that as yet they have not invented any incubating system of developing a substitute for us. Of course, I am out of the game now, but I take as much interest in railway matters as ever since I have become resigned to my fate, as they say in the novels.

Eph Wiggins called on me the other evening. Was just going by and thought he would "look in for a minute." Wouldn't take off his overcoat, also hung on to his hat and umbrella. Glad to find me contented and happy, and mother so well. Arose to go, in spite of some mild, very mild protests on the part of mother and myself. Everything looked good for mother and me as we were going to attend the Sunday school picnic on the following day; but alas! in an evil moment I lost my head and asked Eph how the new ten-wheeler was doing.

That settled it for mother and me. Up to this time Eph, as already intimated, was going right, but that question touched a responsive chord in him and although his hand was on the door knob, he bolted back into the room and mother unceremoniously bolted for bed. She knows Eph. He has as many hobbies as one of those merry-go-rounds, and after he had ridden them all two or three times it was—well, it wasn't exactly late. I told mother how hard I tried to get rid of him, but she said, "Oh, shucks! I could hear your voice above his all the time." She hasn't yet discovered where Ephraim punched a hole in the wall when trying to demonstrate the thrust of the main rod.

Mother met Mrs. Wiggins in the grocery shortly after, and Mrs. Wiggins said to mother that "Ephraim likes to go to your house awfully well, but it is impossible to get away from Mr. Kelley when he got to talking about machinery." I believe mother just made that up, Dan. Wiggins is, of course, welcome to visit us again, but I have firmly resolved to make every effort to hasten his departure. Well, we didn't go to the picnic anyhow.

Mother has just returned from the store and interrupted me by saying she met Mrs. Wiggins again and that she's an awfully tiresome person. Screws her mouth up trying to talk like a high school girl, and don't say anything worth listening to. I believe now Mrs. Wiggins did say that about Eph not being able to get away from me when I commenced to talk machinery. Mother likes to give me a

little dig now and then herself, but don't want any one else to do it. I suppose all wives are alike in that respect.

I am getting to be a privileged character, Dan. I am given access to every department here, and even the Superintendent's office is open to me. The old man called me in the other day and asked some questions of me regarding changes in a new time card they are figuring on. He thanked me for some suggestion I offered. It pleased me to find that I was still of some practical use to my old employers, and mother, who always watches for me about meal times, said she noticed an awful change in me, for she said I came along the street with my old familiar stride as if I had business on my mind. When a fellow is in service, Dan, he kind of keeps himself keyed up, but when retired, is much like an old engine that is laid aside; he soon gets to looking useless, however good he may have been just prior to his retirement.

Mother announces supper and says, "Don't forget to tell Dan about the superintendent calling you into the office to show him how to make out the time card. I knew just as sure as anything they couldn't get along without you altogether after being there so long." That's what mother thinks.

Please accept our kindest regards for yourself and family.

Faternally yours,
JASON KELLEY.

Can a Railroader be a Christian?

Can I live and be a Christian
On the railroad with its care;
With its thousand frets and worries,
Aggravations here and there?

Can I live and be a Christian,
With so much to make me sad?
Can I keep my heart uncalledous
With no Sabbath to be had?

Yes, though there be temptations
Turn whatever way I will,
I can surely be a Christian
Working on the railroad still.

If my purpose is to follow
Jesus who was crucified,
I can live and still be faithful,
Though I may be sorely tried.

But 'tis hard to have no Sabbath,
God's appointed day of rest,
Yet He put me on the railroad
And He knows what is best.

I can't tell you why He did it,
But for His sake, I'll suffer loss,
And He will keep me faithful,
Leading Brothers to the cross.

And some day mid awful crashings,
Some stout-hearted engineer,
Or some worthy, faithful fireman
May just need a word of cheer.

Or may be a brave conductor,
Or a hero at the brake,
Will need my hurried whisper
Father, save for Jesus' sake.

So I'll work upon the railroad,
Taking all things as they come,
Serving Christ and hoping daily
I may be a help to some.

Till that day when he shall call me
To that glorious land of rest,
Then if I have done but little,
Christ will know I've done my best.

E. A. LINDSEY, 524.

Railroading in the 50's.

EDITOR JOURNAL: The writer read with intense interest the article in the May number entitled, "Letter from a Retired Engineer to a Friend." Without any fulsome flattery it is certainly a very unique contribution to the pages of our JOURNAL, and very few of our members have the ability to paint literary pictures of this description, and Brother Jason Kelley needs no vindication at our hands for his splendid effort in writing of "The Days of Auld Lang Syne." There is a charm connected with the life of the old-time railway man that cannot be obliterated from his memory. It is written indelibly in the inmost recesses of his very soul, and like the old soldier who recalls with pride the days of the long ago, when he marched to battle for his country, so does the old railway man love to indulge in the memory of the past. The writer has often regretted that he did not keep a daily diary of all his experiences in his thirty years of railroading.

I was connected with the great Pennsylvania Railroad for over thirty years, and began my career on that system in

1851 as water boy on one of their passenger trains that ran from Harrisburg to Philadelphia on what is now known as the Philadelphia division of that road, and it is of this particular part of the line that I would write, for it has a peculiar history of its own, both political and otherwise, which is not associated with the original Pennsylvania Railroad. Very few who ride over this magnificent piece of track and view the beautiful scenery between these two cities ever dream of its historical relations to the great Keystone State. It will be well to remember that the present great Pennsylvania Railroad was originally begun in 1847, whose charter called for a road to be constructed from Harrisburg to Pittsburg, Pa., a distance of about 245 miles, and therefore the eastern link of 105 miles from Harrisburg to Philadelphia had no relations whatever with the birth of the present mighty corporation. At that time the first piece of track running east from Harrisburg to Philadelphia was the old Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad, a strap iron road which terminated at Lancaster City, Pa., a distance from the former point of thirty-seven miles. Colonel Wm. B. Wilson in his celebrated history of the great Pennsylvania Railroad says this link was approved by an act of the Pennsylvania Legislature June 9, 1832, that the farmers were bitterly opposed to the road and that it was leased to the Pennsylvania Railroad December 29, 1860, and that it is yet a leased line. From Lancaster to Philadelphia was what was known as the State road, which was owned and operated by the State of Pennsylvania. This road was chartered in 1829 to run from Philadelphia to Columbia on the Susquehanna River, twelve miles west of Lancaster, Pa., length of track about 81 miles. This was a political piece of railway, pure and simple, the management of which would change every time there would be a change of government in the state. These were the days of what was known as the Democrats and the old line Whigs, and each in their turn would manage this line as they succeeded each other in

power, and many strange stories are told of the corrupt practices which characterized both parties in the management of this property, enriching their own individual interests at the expense of the state. Whether that be true we know not, but it may be of interest to the railway man of the present day to read of some of the practices that were in vogue at that time, connected with this piece of political machinery. In a large measure it was run on a sort of a go-as-you-please system, and that was every fellow for himself and the devil take the hindmost. One peculiar thing was that between Columbia and Philadelphia you would see two or three different companies represented in one passenger train, similar to what you see in our freight trains of today, where you see Armour, Swift & Company, Merchants Line, etc., so in that day you would see the Miller line, and a couple of other lines, as well as the Pennsylvania Railroad cars, all mixed up in one passenger train, and each one of these lines would compete for the passenger traffic over this particular eighty-one miles of track, and many strange stories are told about how the different conductors of these lines manipulated the passenger traffic in those days in the matter of cutting rates, etc., in order to see who could secure the greatest amount of patronage. Then there was what was known as the State Agent on every passenger train, whose duty it was to keep a correct account of the number of people carried and report the same to the State officials. It was a common thing in those days to travel, to use a slang phrase, on your face, for if you were a jolly good fellow and had the confidence of the State Agent all you had to do was to get on board and your passage was assured.

The freight service of that day was a novel one of its kind. The commission merchants had their own individual cars, and trains would be made up, for illustration, with Johnson & Company, Chambersburg, Pa., Wunderlick & Company, Shippensburg, Pa., Pipher Line, Harrisburg, Pa., etc., and as stated before, it was a sort of go-as-you-please system

and that was very forcibly demonstrated in this department. For instance, in a great many places, particularly at some small station where a freight did not stop unless signaled to do so, the man who wanted his cars taken on had no other way of attracting the attention of the engineer but to stand along the side of the track and waving a flag or his hat or something of that sort in order to stop the train, but this all depended upon the engineer, for if he did not feel like taking on your cars, he would simply wave his hand and point back, saying in so many words, "Stop the next train," and you were left to ponder as to what train would stop for your cars. That was one specimen of political management of a railway. It is a known fact that favoritism prevailed to a large extent, and in many cases if the shipper was a hale fellow well met, and stood in, as we say, with the engineers, he would have no trouble about getting his cars taken on any train, for the locomotive engineer and the train crew virtually controlled the road, from the simple fact that in many cases they did as they pleased and that ended the matter. Brother Jason Kelley's reminiscences remind the writer of some of the railway talk of the times of which I write. There was what was known as the Gap Grade, and Byer's Grade, so as a general thing about all you heard was up the Gap and down the Gap, and up Byer's and down Byer's, and who was the jolliest tavernkeeper along the line, for the wood stations were only about twelve miles apart, as that was the only fuel of those days and we had to stop at about every one of them "to wood up," as we called it, and every station had its country tavern with refreshments for both man and beast, and the rail-roader of that day never suffered for refreshments, for a goodly number used to take a certain thing in winter to warm them up, and in summer to make them cool. As to what particular kind of refreshment this was the reader can draw his own conclusions.

My lifelong friend, Colonel Wm. B. Wilson, in his history of the Pennsyl-

vania Railroad, says: A trip from Philadelphia to Lancaster was one of pleasure and accommodations. What stops, Paoli with its pie and milk, Downingtown, coffee and big fat doughnuts, and Lancaster, where Owen Hopple, one of our old-time tavernkeepers, dealt out pretzels, gingerbread and a glass of the city's brew. Of the practices of those days chapters could be written. If you were running freight and you wanted to buy some butter or eggs at a certain farm house along the road, all you had to do was to tell the engineer on the following train to look for you at that certain place, for the fellow that wanted to purchase these things would deliberately stop his train, as if ordered by a modern trainmaster, go across the field to a farm house, buy his eggs and come back when he got ready, and the writer pleads guilty to the same charge, for things of this kind were done even after the Pennsylvania Railroad had bought this piece of track in the year 1857. These were the days when passenger crews were entertained free of charge at all places where their trains stopped for meals, and even if a passenger conductor, engineer, or any one of the train crew offered payment for anything at a lunch counter at these places his money would be refused, but gradually as time became more valuable, eating places were abandoned one by one until they finally disappeared, and in due time, after years of discipline, by gradually correcting the evils of that day, we have the magnificent management as represented in the great Pennsylvania railway, made up by the consolidation of more than 190 different properties, whose interests now extend from the Atlantic to Chicago and St. Louis, with direct connections westward to where the waters of the Pacific play upon the golden sand of California's distant shore.

D. EVERETT.

Better Than Old Line Insurance.

FOND DU LAC, WIS., April 10, 1905.

EDITOR JOURNAL: I am here in reply to Bro. Geo. H. Conner. In the April number, page 305, he says the B. of L. E.

made a mistake when they adopted the compulsory insurance clause.

Up to Sept. 1, 1904, we have paid widows and orphans the sum of \$18,398,-088.71. How can anyone say aught against such noble work? I hope the Brother will retract.

Cheaper fraternal insurance is not in existence. Ours is beyond doubt the cheapest and best and it has been my legitimate aim to improve on it, subject to the voice of the majority. The clause needs no figuring, as I intend to pay off the oldest as far as the interest on the principal will reach, but it is just such members that are afraid of everything they are called on to undertake that makes it impossible to make a good meeting point and consequently lay out the other fellow. He speaks of taking out fraternal insurance. We have just as good a fraternal organization as you could wish to belong to in conjunction with the protective feature, can't you see it? I am not kicking against existing affairs, all I aim is to improve on them and many minds might make changes for the better.

I want to say right here that my friends outside of the order have expressed themselves to me regarding our insurance feature, and say it is certainly all right. Perhaps Brother Conner would rather pay the president \$50,000 per annum and the secretary and treasurer \$25,000, as old line companies do. He would be getting it cheaper than if there were a lot of fat offices.

I have in mind the subject of collection of assessments and dues. Now, there is no reasonable excuse for members being delinquent in paying their assessments or dues. They have got to be paid or you have to get out, and anyone who enters our Brotherhood goes into it with a knowledge that dues must be paid or we have got to close. You are getting more money by reason of the Brotherhood, your dues are only a small per cent of what you get, you get better usage by reason of being a Brotherhood man. If that did not exist you would get dismissed without cause. You would get

what some petty official had a mind to give you.

Now, how to collect dues and assessments. I have been secretary of insurance for about twelve years, but I do not claim this credit myself, as my predecessor, Bro. Ed Thiell, was conducting the collection in the same way, to wit: As soon as I get my JOURNAL and find out what the assessments are I make out receipts for each member; those out of town I keep at home, those that run into the terminal where the Division is located I select a business house, charge them with the amount of receipts and when I come to make remittance I go to the firm and they either give me the amount in cash or return receipts unpaid. Every member knows just where the receipts are on pay day, which occurs about the middle of the month. The first thing they do is to go and pay their insurance. Having been chosen F. A. E. owing to the death of my predecessor, I have adopted his method and up to the present it seems to be very satisfactory. It is impossible to see all the members and this makes it convenient for both. The business houses are glad to do this gratis. I have two in my place here because we have a settlement near the roundhouse, besides I collect on the road and make a duplicate receipt should anyone wish to pay me. Of course, those on branch lines have to send their dues and assessments.

I believe that is the best method because you get them where they can get change and when they have money.

Please don't throw this away because I think this will do lots of good if adopted. My insurance remittance is made promptly, according to law, and we have not had a forfeiture caused accidentally. I write every new member when they first join, as they are slack about reading the constitution and the B. of L. F. insurance is embodied in dues, for that reason some of them think when dues are paid all is well.

With best wishes to all, I remain,

Fraternally yours,
J. F. FRENOR, Div. 372.

Don't Make Our Brother Beg Charity.

BIRMINGHAM, ALA., May 2, 1905.

EDITOR JOURNAL: I hope you will allow me a little space for a few remarks. I don't want to rebuke or chastise our Brothers, but I was in a Division not long ago and there was a traveling Brother present and looking for work, who had been out of work for two months, and none seemed to think but what he had plenty of money; and after meeting was over and seeing no one else was going to say anything, I approached the Brother to find out his financial condition, which I tried to make known before the crowd was gone, but I was surprised to see Brothers walk right out after the facts had been made known who I knew were working every day and had money in their pockets, without offering to help the Brother in a strange place without a cent, some wanting to know why he didn't call for help. We all hate to have to ask our Brother for something to eat and a place to sleep when common sense shows our condition.

Dear Brothers, we ought to be more thoughtful of our Brothers' conditions and more thankful for our good fortune. We can't tell when we will be placed in the same predicament, and don't think for a moment that you won't reap your reward, or that you would miss twenty-five or fifty cents now so much as it would do the Brother good you gave it to; and my dear Brothers, the C. E. and other officers of our Divisions have to look out and care for our traveling Brothers, thereby having to carry a burden when each and every member should help, and I hope we all will be more thoughtful in the future for our less fortunate Brothers' conditions and not put our hand into our pockets and hold our change and walk out as though we were afraid our Brother would take some of it away from us if we didn't hold on to it. Dear Brothers, I hope I will never again witness such actions from our Brothers, and none of you will ever have to feel as I know this Brother must have felt.

Yours fraternally,

A BROTHER.

Representation by Jurisdiction.

MISSOURI VALLEY, IA., May 28, 1905.

EDITOR JOURNAL: The question of reducing the number of delegates to the B. of L. E. conventions is an important one and is a move in the right direction. According to the directory, there are at the present time 667 Subdivisions of the B. of L. E. and a membership of about 50,000. If each Subdivision sent a delegate to the convention, there would be one representative for about every 75 members. Under the present law one delegate may represent two Divisions; yet it will be safe to say there will be at least 600 delegates in the next convention, which would be too large a body for the presiding officer to control and do business without considerable delay. Every delegate has a right to discuss each question that comes up for consideration, and if all delegates took this opportunity, the convention would remain in session all summer. Three hundred delegates could dispose of the business in less time and more satisfactory to all concerned than 600 can, and it would save a large expense to the Brotherhood, both in the number of delegates and the length of time the convention would be in session.

There have been different plans suggested by writers through the JOURNAL toward reducing the number of delegates, but I will ask permission to present the following:

Divide the Subdivisions of the B. of L. E. into jurisdictions; a jurisdiction to consist of all Subdivisions located on one system of railroad in each state, territory, or province. Each jurisdiction elect one delegate, such delegate to be known as Jurisdiction Delegate and to have as many votes in the convention as there are Subdivisions in his jurisdiction. The Subdivisions in each jurisdiction to elect the delegate numerically, commencing at the lowest numbered Division. This would save having a jurisdiction meeting for the purpose of holding an election. Under such a plan a system of road like the C. & N. W. would have seven jurisdiction delegates, as there are nineteen Subdi-

visions on the system located in seven different states.

In addition to the jurisdiction delegates the Chairman of the G. C. of A. to be a delegate at large from the system of road that he is General Chairman of; this would bring all the General Chairmen (of whom there are 108) together at each convention, where they could confer one with another upon questions of interest to the Brotherhood, also have an opportunity to meet with the Grand Officers. It would be of great benefit to the organization if the Grand Chief and his assistants could meet with all the General Chairmen during the sitting of the convention and discuss questions of interest to all concerned.

The delegate at large to be paid the same salary as when acting as Chairman of the G. C. of A., and \$3 per day for expenses while attending the convention; each system of road to pay the expense of the delegate at large and he to have one vote in the convention.

The jurisdiction delegates to be paid by an equal assessment of all active members of the B. of L. E., and to be allowed pay for all time lost, and \$3 per day for expenses from one day before leaving home for the convention until one day after arriving home.

GEO. H. CONNER.

Convention Representation.

COVINGTON, KY., May 17, 1905.

EDITOR JOURNAL: I see a number of the Brothers airing their views on the very important questions of reducing representation in conventions, non-attendance at Subdivision meetings, non-payment of dues and assessments, and so on, all of which I consider very worthy subjects for discussion through our JOURNAL.

When we consider the fact that there are in the neighborhood of 700 subordinate Divisions at an average cost of about \$150 to each Subdivision with the additional expense to the Grand Division, we find the cost of our conventions will reach something near the enormous sum of \$150,000.

Now, suppose we reduce this representation to say one delegate for each system of road having a mileage of 1,000 or less; over 1,000 miles or less than 2,000, two delegates; over 2,000 and less than 4,000, three delegates; and so on in the same ratio. Think what a vast financial saving this would be to the Brotherhood at large if the difference in cost of such an arrangement as this could be taken from the present system and turned into a fund for the relief of our old and disabled members. What a blessing and relief it would be.

This subject has been before each convention for a number of years, but with the same result of nothing doing, and I am of the opinion that the Divisions do not take the proper interest in these important questions. My idea would be to bring them up in the Division meetings to be thoroughly discussed and voted on by the members and the delegate instructed to act accordingly. Great care should be taken in selecting our representatives; it should always be our aim to nominate and elect our most worthy and competent Brothers to represent us, one we can be proud of and feel doubly sure he will represent us honorably and wisely. This should be our sole object when choosing him, and not for any mercenary or selfish motive. When we know we have such a man tried and true, who has represented us with credit and honor, let us reward his good services by returning him to the next convention, knowing that our interests will be well guarded and that we will be kept in the front ranks of the procession. In this way we can soon hope for our conventions to legislate laws conforming with the views of a greater number of our noble order.

When we show a disposition to do the greatest amount of good to the greatest number, we will soon experience a more brotherly feeling and be the means of bringing out a better attendance at Division meetings.

The question of non-attendance is becoming a very serious matter. I know of cases where Subdivisions with a membership of from 75 to 100 have on several

occasions failed to hold meeting on account of being unable to get members enough together to constitute a quorum, and this at times when business on the road was only normal. You could see some of the Brothers lounging around the roundhouse and meet them on the street corners, and if you ask them why they were not at the meeting they will stumble over some lame excuse. Possibly some may say they had forgotten it was meeting day; others say, "What is the use of my going? You can get along very well without me."

I have had some to say they didn't derive any pleasures or benefits from the Division meetings. Just so they keep within the law and paid their dues, the Division ought to be satisfied.

I had a Brother tell me one time that he had become thoroughly disgusted and tired sitting in the Division room listening to the Brothers quarreling with each other over some trivial matter or imaginary grievance, taking up the time of the Division that is necessary for the transaction of the regular routine business; possibly keeping some Brothers from their much needed rest. I was loath to admit such conditions and used every effort in my power to dissuade the Brother from that way of thinking. Nevertheless, it remains that there are to a great extent petty jealousies existing among the Brothers.

In a number of subordinate Divisions one Brother imagines some one else has a little better run than he has, and another thinks his grievance has not been given due attention. Probably the decision rendered in his case was not to his liking and he thinks the committee threw him down. Then the extra men imagine they are wrongfully treated, because they do not share the same rights as the senior men. They don't believe the senior men in the service should enjoy any privileges not granted to them. At least until they become seniors, then they want that right as bad as anybody.

Now, all these little things have a tendency to cause jealousy, and may influence some Brothers not to attend the

meetings. Why not make an effort to eliminate such discords? Let us all put on our thinking caps, put our shoulder to the wheel, and see if we cannot solve the problem. I see some Divisions have adopted a sort of school of instruction in conjunction with their meetings, which I consider a step in the right direction.

I would suggest a course of lectures, one for each meeting. Say we allow one hour at each meeting for this purpose. Let there be a committee appointed to select the questions to be discussed—for instance, take two or three questions on the air brake at one meeting, at the next something on different parts of machinery, another, valve motion, and once in a while for a change, let the subject be something for the good of the order. The committee can announce at one meeting the question to be discussed at the next. This will give members the advantage in the interval to study questions and prepare themselves to handle subjects intelligently.

I should think something of this kind would soon create interest in the meetings that would secure good attendance, and would be beneficial and instructive, and the little talks on the good of the order would chase away these little ill feelings between us and create a more brotherly love among us, and when the F. A. E. notifies us that it is time to pay our dues and assessments it would not seem like a hardship or burden, but that it is money well spent, and we will cheerfully meet all demands made upon us.

There is always an element of happy-go-lucky good fellows well met in almost every Division, who believe in letting every day provide for itself, and never a thought of tomorrow. It is this class who generally give the F. A. E. his troubles. He sends them a bill of their indebtedness to the Division; it may be small. He looks at it and says, "Oh, I won't bother about paying that this month. They don't need it very badly. Then it is small, that little mite would do them no good." The next notice he gets is laid away and forgotten. Probably next month there is levied a rather

heavy committee or convention assessment and when he gets his next notice he goes straight up in the air and declares he does not owe so much. He gets after the F. A. E. and is made to understand that there is no mistake and the bill is really correct, then he says he can't see how he can pay it. Perhaps he is told to pay a few dollars at a time; that will not be hard on him and will keep him in good standing until he can pay it up. He promises to do this but forgets again. The F. A. E. waits a month or two, maybe three, then he is compelled to turn him in delinquent.

The Brother is notified that he has been expelled for non-payment. In the meantime he meets with some little accident on the road and can't understand why the chairman don't take up his grievance and have him put to work. He has been off for twenty or thirty days and no prospects of getting to work. About this time some good, kind-hearted Brother comes along and puts him next, then he gets anxious and very busy and wants to be reinstated at once. It is then that he begins to appreciate the benefits he has derived from the Brotherhood.

I wonder if he ever asks himself what sustains this grand order, and if there are many as careless and thoughtless as he? Many there are, I am very sorry to inform you, my Brother, and the surest way I know of to prove it to you is to invite you to look through the JOURNAL each month and see the long list of suspensions and expulsions for non-payment.

I have always observed that nine times out of ten it is these same careless and delinquent Brothers who are always in trouble on the road, and causing committee assessments and always complaining about the Division having no money in the treasury.

My Brother, you will please remember this is not intended for you, but for the other fellow. Yours fraternally, DUOUT.

Shorter Hours on Railroads.

ST. LOUIS, MO., May 28, 1905.

EDITOR JOURNAL: I have read with much interest the editorial in the May

issue of the JOURNAL relative to the ten-hour bake shop law in New York, but I see nothing in it to in any way discourage us in our cause for shorter hours on railroads, which to my mind is the burning grievance today, and I think a little reflection and comparison with other wage-earners will bring us all fully to that conclusion. Before I go further into the subject I want to say that I have no time or thought to lend to a senseless agitator; neither have I an ax to grind. Having given thirty years of service to one company, there is little benefit coming to me if the hours were shortened now; but I love the Brotherhood for what it has done for me, and it is my great pleasure to stand by its best interests, and my observations have brought me to a keen conviction that our greatest foe is overwork. If a man is continually overworked he becomes a machine, and worse than that, he becomes narrow and selfish, and stands in his own light, I think.

Our Grand Officers who travel through our Brotherhood will tell us they are confronted with this spirit. No man or his family can be fascinated with a position that requires him to be on duty twelve hours a day seven days in the week, and to do that he must eat his breakfast at 5 and his supper at 7. Now, that is what a small army of men are doing at all our large terminal points where the work never stops, to say nothing about men who are on the road more than those hours. If we give eight hours a day seven days in the week of the high tension service we must give these days, we are giving all there is in us to give with profit.

Organized Labor and Organized Capital are two great forces in the railroad world. Organized Capital has on its side plenty of able men whose energies are diligently at work getting the great tonnage over the road at the least cost; and the relation between the two great forces is in the main mechanical; and while I do not advocate that to shorten the hours would bridge the chasm that stands between Organized Capital and Organized Labor on railroads, it would be a big step in that direction on the part of labor, because we

would have time to be sociable at home and abroad, and we could inform our minds.

I do not believe that Andrew Carnegie would be planting libraries today if it were not for what happened at Homestead. He is striking a hard blow at labor strikes; he wants the young man who is coming up to broaden out as he grows, so that he may develop and use all of his energies instead of just the one; and now I trust that although my thoughts are awkwardly put into words those who may chance to read them will come to the conclusion that our greatest need is shorter hours, and this brings us to the point: How are we to achieve so great a blessing to the railroad men?

To my mind, it can be done by the most honorable and legitimate means. None have a better right within the avenues of the legislature than we, and none are more welcome, at least for the next four years. It will mean something to have the head of the nation back of our cause, a man whose heart reaches to every man. It was his love of justice that swayed a nation. Let every delegate to the next convention be sent home with a petition to Congress for an eight hour day, setting forth the great need and benefit of it for the welfare of the railroad men and safety to the people of America. Let every man, whether he be a railroad man or not, sign it and we will bring such an overwhelming pressure to bear that it will bring us success. Let us be as shrewd as other organizations. Let the wage question rest until we have established a short hour basis.

I realize that our delegates are composed mainly of those who would not have so much to gain if the hours were shortened, but let us think of the welfare of the whole, and work to that end. Let us not lose faith in one another, for to lose faith in one another and to lose faith in God, means that our usefulness is at an end.

GEO. A. CLARK.

Behind the Age.

PHILADELPHIA, PA., April 5, 1905.

EDITOR JOURNAL: "I had not been at the convention two days before I realized

that it was a G. C. of A. convention." Such a remark was made in my presence by a delegate to the last convention, and now comes Brother Freenor's letter on "Who Rules the Convention," in the March JOURNAL. I have, like every other Brother, a certain opinion about conventions, and it is natural that we young fellows want the convention left as it is—that we do not have the conventions for any other purpose than to have a jolly time—to have a big crowd—and if we have that we are satisfied. The good of the order can be read in the newspapers in the good things said about us such as heroes, and so forth. One thing I do know, that is that our mode of collecting local dues is about all that keeps the convention going. The expense of the delegate and other things is done on the small monthly plan, and not directly felt; but did 90 per cent of our members once see a convention in session ten days and the little done for the order's good, who have to rawhide it from twelve to twenty hours on a trip to make a living, one hand to go down at once, for the expense of the same, that would be the last big convention I will assure you.

No doubt there are some old men there. No doubt in a delegation of 600 there are possibly twenty leaders, and they are foxy enough, as Brother Freenor says, to let some smooth-tongued delegate mislead the large majority. That is no fault of the old men, but the fault of the young delegates who in all due respect mean well to the order, but are led away from the right path by the plans of older heads. Let me cite an instance.

Nineteen years ago in the city of New York a long-haired, hayseed looking farmer delegate from a country Division, appeared as a delegate to the convention, and after three or four years' hard study brought with him a resolution relative to a financial policy which he would like the delegates to adopt. After careful examination by many members he presented it to the Grand Chief, who, after careful study, admitted that it was good, but that it would not do to present it at this time; and that ended it, for the young man had

sense enough to see that the bars or fence rails were all up and the gates locked on the inside. Had that policy been adopted at that time not a member at this time, who was a member twenty-five years ago, but would have a paid up policy in the life insurance, which would be payable at his disability or death, and not costing him one cent now.

The Grand Office and expenses of the conventions assumed by them would have been paid by the interest of the surplus fund, and today the B. of L. E. would be a money power at a much less cost per member than it has cost per year, to those who have belonged to it twenty-five years. Its financial policy would be such that the life insurance would have a stability that no man would be forfeited and every policy would be worth its face value. These were not worth half that in 1877.

This brings me now to Brother Freenor's plan on the endowment clause. Young members, what do you think about it? If you doubt the result, take your pencil and figure it out yourself. If you want to reduce the cost to you within the next fifteen years, advocate and connect yourself with it without regard to the ancient old foggy who has always been afraid some one will run away with our money. But to be brief, our association is mutual, so much so that we have always been in the one rut. A man comes in, pays a few dollars, unfortunately dies, takes out hundreds and leaves nothing to help along the rest.

Just take your March assessment and you will find about 21 deaths, at a cost of about \$37,600, of members who have belonged some a year, others two, none over five. With Brother Freenor's plan you could have from that one month \$420 to draw interest for the man that went in yesterday. I favor the plan, but I am satisfied that our members will not adopt it. Too long our old fellows have gone up the road to the creek, crossed over the bridge and gone up to the top of the hill; after looking at the sun, noted the direction of the wind, have exclaimed when they returned, "Yes, begosh, Maria, it

will rain tomorrow," and the young members are following in the same old way, and all the relief they make is to give their advice to the secretary when he says, "You are behind in your payments." Ah, boys, you are more than that; you are far behind the age.

Fraternally yours,

C. B. NIXON.

"The Land of Discontent."

"Discontentment must come before reform," says the *Panama Star and Herald*.

It would perhaps be difficult to find any spot on the face of the globe, with the possible exception of Russia, where discontent reigns so supreme as on the Isthmus of Panama.

Converse with any of the employees of the Canal Commission, no matter what position he occupies, and he will begin at once to recite to you his grievances.

At the present moment, unfortunately, there appears to be no remedy. The retiring commission leave without a single good word said in its favor.

All hopes are now centered on the three men, Messrs. Shonts, Wallace and Magoon, whose arrival upon the Isthmus we trust will take place with the least possible delay.

We feel confident that these men, who have been chosen by the President of the United States, will be found able to clear up the apparently hopeless mess and muddle that now exists.

One of the difficulties appears to be that the American makes no effort to understand the foreigner abroad or respect his ideas and custom. In this respect, for instance, the Americans have not made themselves popular with the natives here. The Panamanians have given them every opportunity and facility to carry out the gigantic project they have in hand and naturally expect that they be treated with ordinary courtesy and consideration in return.

Thus it is that the discontent has spread to others than their own race.

It should be realized by those sitting in the office that the canal will have to be

built with something else besides the pen and the typewriter. Thousands of able-bodied men are needed and, in order to get the greatest amount of energy out of these, they must be treated in other ways than as animals ill-fed, under-paid, and badly housed. To do so is not only foolish from an economic standpoint, but is a violation of the laws of humanity.

The Jamaican laborer has been of great use in the constructing of improvements in countries in which the white man is practically useless for manual labor, but in order to get the greatest benefit from his labor it is necessary to treat him with that consideration which is given to him in his own country. Once the seeds of discontent are sown his usefulness is sadly impaired.

The successful contractor usually finds it to his interests to make his men contented, as by doing so, although it may cost a little more, he obtains a far greater amount of work from them. Therefore he takes care that his men are properly housed and fed and properly paid when their week's work is done.

The men here, however, have nothing but grievances against their employers. They are left to the tender mercies of the contractors who desire only to make as much profit as they can at the expense of the poor worker, and when pay-day arrives no money is forthcoming. It is a most shameful act on the part of those responsible to keep these men waiting two or three weeks for the small wages due them. Many have a wife and children in their native country dependent upon a portion of their earnings here. We understand that it has several times occurred that the pay rolls, owing to a lot of useless red tape, have not been completed until another payment had become due.

In the United States and in other countries there are hundreds of concerns employing more men than there are engaged on the Isthmus and at twelve o'clock on Saturdays, when their work is over, they form in line and receive their pay either up to the hour of leaving or at any rate up to the previous day.

Surely what hundreds of private con-

cerns are able to do a rich and powerful country, like the United States, could do. And it could be done if competent men were employed at a reasonable remuneration and if all the useless and senseless red tape, which is the primary cause of the trouble, were removed.

The new commission, on its arrival here, has a lot to do and a great deal to undo. It will be its principal duty to organize a machine where every wheel will be in the right place, the whole turning smoothly and silently.

Incompetent men must be removed and the right ones put in their place; but the American Government will make the greatest mistake of its life if it expects competent men to remain here unless properly compensated.

In India men employed by the government receive high salaries and a retiring pension after fourteen years. In Sierra Leone the salaries are still higher and a pension for life is given after seven years, owing to the unhealthiness of the climate.

The number of deaths which have recently occurred will surely awaken the American people to the fact that the climate here is far from a healthy one.

The ever-present danger which exists here and the life one is compelled to lead, owing to the want of those common luxuries that one is accustomed to at home, ought surely to be properly compensated.

Let us hope, then, that the new commission will get to work as soon as possible and commence a series of reforms based upon the consideration of the people of Panama, fair play to the hard working laborers, prompt payment of salaries each week and a careful examination into the grievances of the men upon whom the bulk of the work rests and we may then be able to live in a land no longer one of discontent and disorder.

[The above article from the *Panama Star and Herald* indicates great discontent among the employees on the canal, and a member of the B. of L. E. on the ground thinks it correctly represents the general sentiment.—EDITOR.]

Shorter Hours for Switch Engineers.

NEW YORK CITY, June 1, 1905.

EDITOR JOURNAL: I noticed that some one has started the subject of a shorter day, and it ought to be pushed. Brothers, the 12-hour day in these modern times at practically the same pay that you got thirty years ago, with all the necessities of life advanced, something should be done to better our cause. You all know that there is no trade or profession where so many good qualities are demanded of a man as of the engineer of today; it does not matter whether he is a switch engineer or a passenger engineer, he must be sober and reliable and intelligent. Switch engine service is not what it was even ten years ago. Then it was considered a good job, and it was, and a man had little cause for complaining, but it is vastly different today. It was not a constant routine of work all day and he did not have to stand on his feet for 12 long hours, if he got tired he could sit down and run the engine just the same, but the switch engines today are different and it is absolutely impossible to sit down and operate the engine, and I want to say that after a man puts in 12 hours pulling reverse levers and stretching half his body out the cab window to catch a signal and watch switches and be held responsible for all that occurs, when 6 o'clock comes he is beginning to look for relief.

The President of the United States has recommended to Congress that the railroad man's hours of service should be shortened, and in view of these facts, let us recommend to the railroad companies—the shorter work day.

Through the advantages and opportunities secured to the workers by reducing the daily hours of excessive toil, education and good government have progressed. The shorter work day has made the individual worker better and more healthful, morally and physically; it has given to the workers the opportunity to avail themselves of the advantages of our modern facilities for knowledge; but so far, railroad men are not enjoying these advantages.

Reduce the daily hours of labor of the railroad man and it will give him time and opportunity for self development along higher and useful lines; it will give him opportunity to enjoy the comforts of home and his family, and the home will be happier and more healthful and the environment of his children improved.

Brother, don't stand back of the round-house and in the oil room, and say that you can't see what the Brotherhood has ever done. Don't blame the Brotherhood, but blame yourself, and let me say that if you will all do less talking in these places, and more in the Division room, our labors will be crowned with success, and a shorter day will come.

Believing in a standard scale and shorter hours, I am,

Fraternally yours,

VANDERBILT DIV. 145.

The Inglewood Club—Echo of the Convention.

BOSTON, MASS., May 29, 1905.

EDITOR JOURNAL: On Saturday evening, May 20, in Engineers' Hall, Boston, was held the First Annual Reunion of the Inglewood Club, composed of the Brothers, Sisters, and their families who made the trip from Boston and vicinity to Los Angeles to attend the convention of last year. Thirty-two of the members were present, and with the invited guests made a party of thirty-six, who at eight o'clock sat down to an excellent supper furnished by Dill & Co. of Boston. After the Divine blessing had been asked by Grand Chaplain Dority, all did ample justice to the varied and abundant menu which only Dill can furnish with his gentlemanly and attentive staff of waiters. The table laid with forty covers was beautifully and profusely decorated with flowers by Feinstein of Boston, who also furnished roses for the ladies and boutonnières for the gentlemen, and also music for the occasion.

After the supper remarks were made by Brother Dority, and after a poem written for the occasion by the Corresponding Secretary was read, each one related some pleasant incident of the trip to the

"Golden State." The remainder of the evening was spent in renewing acquaintances of a year ago and pleasant exchange of greetings, and after a vote to hold our next reunion early in next year, the club adjourned with many a hearty handclasp and "God bless you," with a vote of thanks to President Mitchell for his efforts in making the reunion the success it was.

We were sorry that all of the party who made the trip to California could not be present, five being absent, and also that Mr. Furgeson of General Manager Barr's office, Mr. Batchelder of the Pullman Co., and Mr. Robinson of the General Ticket office, with their ladies (our invited guests), were prevented by sickness and other causes from being with us.

The officers of the Club elected for the coming year were Brother Mitchell, Pres.; Vice-Pres., Sister Chase; Sec., Sister Getchell; re-elected Chaplain, Bro. Dority, Cor. Sec., Bro. Wardwell.

Fraternally yours,

N. H. B. WARDWELL, Cor. Sec. Inglewood Club.

A National Legislative Board.

GREAT FALLS, MONT., May 3, 1905.

EDITOR JOURNAL: In these times of agitation for so many and such radical reforms of government, it is not reasonable to presume that railway employees will be awake to their interests and use their influence in a way that will secure and maintain legislation that will give them adequate protection, both from cunning politicians and railway corporations. The present agitation by politicians for increasing the powers of the Interstate Commerce Commission should be carefully studied by all railway employees.

Before giving that commission further power would it not be well to look to the use they are making of the power they now have? As railway employees, would it not be reasonable to expect a decrease in the number of railway men killed and injured? Each year adds an increase in number to the already appalling list. Would increasing the powers of the com-

mission so they may make rates, reduce the number of railway men killed and injured? I do not think that it will appeal to railway men in that light. Five per cent. of the men killed and injured in railway accidents on American railways can be traced to two causes—an over desire by the railway companies to reduce expense and the long hours engine and trainmen are required to remain on duty without rest.

The rates upon American railways are one-half lower than the rates upon railways in Europe. Their death and injury is a mite when compared with that suffered upon American railways. The question now confronts us: What should our line of action be?

I am of the opinion we should have a legislative board in every state. At present there are only twelve. Should we stop there? A National Board should be perfected whereby every congressman and federal senator could be reached. It appears to me that our Assistant Grand Chief Engineers could lend valuable aid along these lines in organizing state legislative boards in their respective districts.

The agitation to clothe the Interstate Commerce Commission with authority to make rates is dangerous in the extreme—an incentive to graft, which now dominates with the finished politicians. If railway rates are reduced, railway companies will try to meet the cut by a further reduction of expense in the operating of railway, which is now below the danger line and has caused many a disastrous wreck to railway property and railway employees.

If any reform along these lines is feasible, the government ownership of railways is the solution of the problem. That politicians should be vested with such powers is a proposition that every railway man should use his ballot against.

The first report of the Railroad Brotherhood Joint Legislative Board of Montana has recently been distributed to members in Montana; a copy has been sent the Grand Divisions and Grand Lodges. They are of some length and speak for them-

selves. However, I believe a brief outline here will be fitting.

In pursuance to call by Divisions and lodges of Great Falls, a board was organized in Helena, May 18, 1904. T. F. Richardson, a member of O. R. C. Div. No. 356, Great Falls, was elected Chairman. Brother Richardson was the prime mover in the cause, and the railway employees in Montana can never repay Brother Richardson for what he has done for them in this cause.

Many attempts were made by individual members to have an adequate liability law passed for railway employees in Montana. Failure in securing one led up to the organizing of the board. Early in the campaign union meetings were held. At some points railway employees' Non-Partisan Clubs were organized. All railway employees joined clubs and rendered much valuable assistance. Primary and party conventions were attended, nominations for seven members of our orders for state legislators were secured and six were elected.

A liability bill as drafted and approved by the legislative board was the first bill to become a law at the Ninth Session of the Montana Legislature. A bill providing protection to trainmen who are required to give bonds was also enacted into law. A bill providing for rest for engine and trainmen after fifteen hours on duty, also a bill providing for the maintaining of teltales for all structures in close proximity to tracks and restricting future construction of obstructions in close proximity to tracks were killed. The fifteen hour bill was killed by opposition of Brotherhood men on the N. P. Ry. This bill was not approved by the board, as vote was tie in board.

The members of the Joint Board are satisfied that were it not for the action of conducting the campaign on the non-partisan plan and having our members on the floor of the house, all efforts of the board would have been defeated. That the non-partisan plan is a remedy whereby the railway men can secure such legislation as will give them a square deal from all, if they will by their

ballot proclaim to the finished politician and railway managers alike that voting the machine-made ballot is a dead number with them.

The man who is friendly to their interests is the man who will receive their united support, regardless of party affiliations.

Fraternally yours,
JIM O'RILEY, Vice Chr. R. R. Bro. J. L.
B. of Montana.

A Social and Citizenship Unit.

It has been a long time since the writer has attempted to furnish anything for the columns of the JOURNAL, but in looking over a recent *Railroad Telegrapher*, I was attracted by an article entitled, "The Social or Citizenship Unit," wherein the author says:

"Joy becomes more difficult to obtain, less handy in proportion to the luxury and comfort brought by the increased complexities of our modern civilization and modern refinement brings discontent, a craving for more luxuries and wealth."

It is an old saying, "Our fathers builded better than they knew," and that is certainly true of the founders of our Brotherhood, for there is not a shadow of doubt that our organization has exceeded their wildest dreams as regards its future prosperity when they laid the cornerstone upon which was to be reared the Brotherhood of Locomotive Engineers. That there was associated with this movement a feeling of real joy, no sane man will attempt to deny, for they were actuated by the very motive that would prompt just such a sense of pleasure, and if it had been devoid of this sentiment there would have been no incentive to attempt to establish or maintain the object they had in view, namely: "The elevation of their particular profession." It would appear in a large degree that we are drifting away from the highest motive that should govern and control our actions as members of an organization we all profess to love and admire. What we want to avoid is the spirit of commercialism that is largely disrupting our modern home life; and what effects that

is just as surely to run into the other conditions concerning our every-day business life.

The spirit of greed and avarice largely predominates to the exclusion of every other virtue, where true love, joy and respect for each other's welfare should be the object of every member of the Brotherhood. If increased wealth and prosperity are going to drive out all our old-time devotion, then it is time to return to the first principle that attended the founding of our organization, when every one felt an individual interest in the future welfare of each other and the association they were attempting to create. The matter of real and sincere affection for our Brotherhood should be paramount to every other issue. It should never be forgotten that this is the one immutable bond that should hold us together and guide and control us in all that pertains to our interests as locomotive engineers and our families.

The writer, in regard to the Social Unit, speaks very clearly as to the increased wealth and the so-called modern refinement of the day in certain circles, where true joy is driven out of the home, where the little folks dare not do this and dare not do that, must not sit on this or that chair,—everything in the home is more valuable than the glittering sunbeams of a holy and rapturous joy that should illumine every nook and corner of the home. God grant the day will never come in our grand old home of the B. of L. E. when increased pay, preferred runs and seniority will extinguish the old-time flame of true joy that should burn day and night, not only on every consecrated altar of our different divisions, but in the heart of every true lover of our fraternity. Let the principle of genuine fellowship control our every action; let the highest and best possible standard of manhood be maintained, then every mercenary and unbrotherly motive will disappear like the mist before the morning sun, and in their place we will find that joy which is essential to true happiness in all conditions of life.

D. EVERETT, T. G. E.

At the Launching of the Milwaukee.

When I went to see the launching of the cruiser "Milwaukee" at the Union Iron Works in San Francisco, last September, I met young Orlando Skimpton of Punkin Hollow, Tulare County, who was seeing the sights of a large city for the first time. Some of us mountaineers are pretty verdant, but Orlando was very unsophisticated indeed. And for the sake of old recollections of Punkin Hollow, I truly hope that during his stay in the city he was not lassoed by the mountain police of Golden Gate Park and turned into a paddock along with the deer and the elk and the buffalo.

We met by chance. Half an hour or so before the launching took place Orlando wandered into the shipyard to where I was standing on the wharf and boldly accosted me. His face wore a puzzled expression. "Say, what's goin' on in here?" he inquired. "I jumped off a street car and followed the crowd in to see the excitement, but I don't see nothin' in here to get in a sweat about. Look at all the people on them steamboat ships out in the ocean yonder,"—Orlando thought the bay was the ocean—"what did they come here fur?"

"Wait a few moments and you'll see," I replied. "Maybe there'll be a boat race."

"Oh, I guess they've come to watch 'em build that big ship over there," said Orlando shrewdly. "My! they're doin' a lot of hammerin' and maulin' on it, ain't they? I'll bet it'll take 'em all day to build that ship. By the time they put on the masts and smokestacks and a house for the passengers it'll be night."

During the wait Orlando told me all about himself, and wound up with the information that he expected to be married within two weeks—in fact, that was the reason why he had taken a trip to San Francisco. The fact is, however paradoxical it may seem, Orlando was taking his wedding trip before he was married. He said he had long contemplated going on a wedding tour after his marriage, but as time rolled around and

the happy day drew nigh he realized that if he waited until after the wedding his prospective bride, Melindy, might want to go with him, and he was afraid that he wouldn't have enough money to pay the expenses of both, so he thought he'd better skip out and go alone while he was still single and had the money to pay his own way.

"Won't Melindy think it kind of mean of you not to share with her the pleasures of your trip?" I asked.

"Oh, she won't keer," said Orlando. "She'll be glad to hear I've had a good time. Why, I expect after I go home her and her folks'll want me to stay to their house a week to hear me give an account of my journey. Her paw and maw has often said they could sit up all night listenin' to me tell of my adventures."

Then the "Milwaukee" started down her ways, the fair maiden from Wisconsin performed the christening ceremony, and—to quote the daily newspapers—amid the waving of flags, the blowing of sirens and the cheering of the assembled thousands, the huge fighting machine glided gracefully and majestically into the bay—thus adding to our glorious navy one more brave defender of a nation's honor and prestige.

It was a thrilling sight. Yet among all the vast through there was one person who didn't appreciate the event. The "Milwaukee" no sooner struck the water than Orlando grabbed me by the arm and exclaimed:

"Hey! look at that, will you: If them blamed fools hain't let that ship git away from 'em into the ocean before it's half finished! Ain't that too bad? Now they'll have the job of their lives pullin' it back up onto them skids again!"

Orlando walked away in disgust.

FRED W. CLOUGH.

A Stormy Night's Ride and Its Ending.

Rumbling down the mountain grade at a high rate of speed, the rays from the electric light trying hard to penetrate the darkness of the terrible night, the rain was falling in torrents, the water was rushing down the steep mountain side like mad demons that had burst their bonds, leaping and roaring as though seeking whatsoever they might devour, emptying into mountain gorges, the angry plunging of which could be heard above the clatter of the train. The passengers back in their steam and electrically equipped palace cars, some dreaming of loved ones whom they anticipated seeing in a few short hours; others quietly reading, smoking and otherwise enjoying themselves; few, if any, giving a thought to the night

or the two men of nerve on the head end, with eyes opened, strained to the uttermost to detect the slightest signal of danger—their modern equipped monster ploughing into the blackness of the night, heeding not the storm or its noise. Rounding sharp curves, over deep ravines, now buried in deep cuts, through high mountains, the brakes being touched just enough to steady the train around curves, sounding the whistle, receiving the white light, plunging by little way stations, mile after mile is traversed. Three miles more and the foot is reached, then out through a beautiful valley that leads them to their journey's end.

For a moment their minds stray to the bright fireside of home and happy faces of loved ones to welcome them when the few short miles are covered. But, Ah! my God—*what is that? A red light on the curve and just around the bend the high bridge over a maddening mountain stream. The brakes are thrown into emergency, the engine is reversed, the sand applied. A plunge, a shriek, I awake! It is only a dream—I have fallen out of bed.*

LOOKER C. ALDRICH.

Railroad Employees' Home.

HIGHLAND PARK, ILL., June 1, 1905.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of May, 1905:

Div.	FROM B. OF L. E. DIVISIONS.	Am't.
5	\$ 24 00
500	5 00
Total.....		\$ 29 00
Div.	FROM G. L. A. DIVISIONS.	Am't.
240	\$ 3 00
291	10 00
Total.....		\$ 13 00

SUMMARY.

O. R. C. Divisions.....	\$ 60 00
B. of R. T. Lodges.....	24 90
B. of L. E. Divisions.....	29 00
B. of L. F. Lodges.....	27 00
J. A. to O. R. C. Divisions.....	9 00
L. A. to B. of R. T. Lodge.....	21 40
G. I. A. Divisions.....	13 00
L. S. to B. of L. F. Lodges, Chicago.....	31 25
Station, Memphis, Tenn.....	2 71
James Costello, of Div. 270, O. R. C.....	1 00
Employees of Madison Div. B. of L. E. of the C. & N. W. Ry.....	12 00
Total.....	\$231 26

MISCELLANEOUS.

Box of books from S. McMullin of Savanna, Ill.
 Box of periodicals from W. D. Peck of Winona, Minn.
 29 pillow cases from Div. 43, L. S. to B. L. F.
 25 pounds of smoking tobacco and a box of pipes from Bro. E. W. Putnam, of Lodge 187, B. R. T.
 One box of books from Bro. J. E. Simpson, of Div. 122, O. R. C.

Respectfully submitted.

JOHN O'KEEFE, Sec. & Treas.



An Old-Time "Fourth."

There seems to be a division of opinion about the celebration of Independence Day. One class holds that patriotism is dying out, because the day is not celebrated with so much noise as formerly, while the other class contends that we are just as patriotic but more sensible. Whichever is right, it is certain that the day is not celebrated with the enthusiasm of forty or fifty years ago.

In the "fifties" the Revolutionary war did not seem so far away as it does now, and a survivor of the war was not an unusual sight.

The first thing on the program for an old-time celebration was the morning salute. Cannons were scarce articles in those days, so anvils were utilized. Anvils have a sunken recess in the base, and when two anvils are placed so that the recesses come together it makes a "box." These boxes were filled with powder, and when the appointed sentinels saw the first flush of dawn they applied the match, and bang! went the improvised cannon with an explosion that threw the upper anvil in the air and a concussion that rattled every window in town.

Then every church bell rang out, and the court house bell joined in the clamor, while the anvils were successively fired until the number of reports equaled that of the States of the Union. By this time everyone was up and out in the streets. In those days some people kept Christmas, and others Thanksgiving Day, but everybody celebrated Fourth of July.

It was a great day for boys—the only day in all the year, likely as not, when they were allowed to enjoy themselves. It was also the one day in the year when they could spend their money on ginger pop, soda water and peanuts without question. Firecrackers and fireworks were almost unknown outside of the large cities. At about 10 o'clock the "parade" began to form, generally starting from the court house. The marshal of the day on the shiniest and most spirited horse in town was the leader, and he usually had four to six "aids-de-camp" wearing pat-

Ladies' Department

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, Mrs. M. E. CASSELL, 922 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Our Country's Birthday.

If all the birthdays in the land
Were kept with celebration,
We'd have our fill of holidays
When bells would ring and fireworks blaze
Throughout the mighty nation.

For many thousands every day,
If each one should remember,
Might join to hold a jubilee
And then what jollity there'd be
From New Year's till December.

But should these birthdays be forgot,
Our country's still we'd honor;
We're children of one mother dear,
The country loyal hearts revere—
May blessings rest upon her.

For this each year we usher in
With bell and cannon's voicing;
The day that gave our country birth
We dedicate the hours to mirth
And fill them with rejoicing.

The flag we love unfurls its stars
From ocean unto ocean,
And patriotic sons attest
Thro' north and south, thro' east and west,
A people's deep devotion.

Then let us join, with three times three,
Give cheers that end in laughter.
Be glad and gay—we'll make the day
So bright and glorious all should say
None better can come after.

riotic regalia, generally red, white and blue sashes and immense rosettes. Then came the "survivors" in carriages. If any Revolutionary heroes were present they took precedence; if not, the veterans of the War of 1812 or the heroes of Scott's campaign in Mexico. Next came a buggy with the orator of the day—generally the village lawyer—accompanied by the mayor or sheriff of the county. Then came the old settlers in carriages, and after them came the militia company, and all sorts of other companies. Behind the companies came anybody who wanted to march in procession, and as bands were not to be had, almost invariably a big wagon was crowded with girls dressed in white, each wearing a broad blue or white ribbon, marked in red with the name of the State she represented.

This feature of the parade was always sure of uproarious applause, and it was a pretty sight to look upon the bright young girls waving the stars and stripes as they passed along. This procession moved to somebody's grove, where a stand had been erected, the militia grounded arms, the marshals and committee took the stand, the multitude were seated or otherwise arranged, and the exercises began. First there was a miscellaneous salute, and then the band of girls sang the "Star Spangled Banner." Next the schoolmaster read the Declaration of Independence with a deep voice and appropriate gestures, the girls sang "My Country 'Tis of Thee," and finally, the orator of the day made his speech, about an hour in length, and you may be sure it was full of patriotic fire, denunciation of foreign nations, laudation of the Union, and more than one declaration that we were the greatest nation on earth. He was always sure of generous applause, and the oration the "best ever delivered." This ended the exercises, and after that came the informal festivities.

There was always a barbecue, an ox roasted whole, and perhaps one or two sheep. As for the minor fixings—bread and butter, cheese and pickles, pies and cakes—there was a general contribution, and more than enough for all mouths.

Sometimes there was a dance in the grove, a foot race, a wrestling match or perhaps a horse race; at night a big bonfire in front of the court house, at which the small boy held high carnival.

By the way, this was about the only night in the year he could stay up after 9 o'clock, and he enjoyed the privilege so much that he generally had to be hauled in by his parents or big sister sometime near midnight.

And so the celebration ended, and everybody went to bed tired, but so full of patriotism that they wondered how the other benighted nations of the world managed to exist without a Fourth of July.

In Old Virginia.

Early in the beautiful month of May I had the pleasure of greeting my Sisters in the city of Roanoke, Va., where I had been invited just for a social meeting. Sister Adams, our Past Grand Sentinel, and Sister Nichols, President of Div. 68, who took me in her carriage to the home of Sister Adams where I was entertained during my stay there.

It was a beautiful sight all around Roanoke, for the roses were in bloom and the mountains were so fresh and green it seemed that all nature gave me a cordial welcome. A Sister has told in Division News about the meeting, which we all enjoyed, but she failed to state that Div. 68, through President Nichols, presented me with a most exquisite lace and ivory fan, which I prize greatly. The hospitality of the Sisters of both Divisions, as shown by the delightful receptions given at the homes of Sisters Simpson and Adams, and the enjoyable tallyho ride by Div. 331, will long be remembered. If you want to take lessons or to enjoy true genuine hospitality just pack your grip and go to Virginia. You may get sick if you go over the N. & W. road while swinging around the curves, but they will land you there all right, a little pale perhaps, but with recollections of having passed through some magnificent scenery and you will find loyal hearts awaiting you.

M. E. CASSELL,

A Careless Word.

'Twas but a word, a careless word ;
As thistle-down it seemed as light ;
It paused a moment on the air,
Then onward winged its flight.

Another lip caught up the word,
And breathed it with a haughty sneer ;
It gathered weight as on it sped—
That careless word—in its career.

Then rumor caught the flying word,
And busy gossip gave it weight,
Until that little word became
A vehicle of angry hate.

And then that word was winged with fire,
Its mission was a thing of pain ;
For soon it fell like lava drops
Upon a wildly tortured brain.

And then another page of life
With burning, scalding tears was blurred ;
A load of care was heavier made,
It added weight, that careless word.

That careless word, oh, how it scorched
A fainting, bleeding, quivering heart!
'Twas like a hungry fire that searched
Through every tender-vital part.

How wildly throbbed that aching heart!
Deep agony its fountain stirred.
It calmed—but bitter ashes mark
The pathway of that careless word.

FRANCES R. FOGG.

The Insurance Question.

I have read quite a number of articles on our present plan of insurance and I am sorry to find some recommendations for a change to a graded age system, but glad they are few, as it would only be a clear declaration that each one of us in our declining years had outlived our usefulness, and you must pay for the enormous risk you are to the V. R. A. or get out; you are only in the way. We have raised your rent, we want you to move, we want young blood, we want members that will not die. Of course the young members will get old some time, but then they can go where all the good old Sisters have gone before them. Until some one can recommend some improvement in the present plan, we wish it would remain as it is, the same as the Brotherhood, except it is not compulsory, and the B. of L. E. plan was considered at a convention of numerous insurance

orders to be the best plan of insurance in the world. It is unselfish, broad-minded, fraternal, and one of the grandest works that the human mind has been able to plan up to the present time. You are not required to pay any more than what is needed to meet the demand. The burden of expense is equalized on all members; no one because they are too old or too young, ugly or beautiful will have to pay more. We are all considered equal, and that is the one noble, sisterly principle that we all love. In years to come if we should ever have any old Sisters among us we will consider ourselves honored and never consider them a burden, and make it so warm for them that they could not remain. What we give in this case will be like bread cast upon the water; it will return after many days, and I do hope that every one of us will merit good treatment in our declining years. We consider the change that is recommended to the graded age plan the most uncharitable thing that could possibly be recommended, and at our next convention No. 227 will be represented by a delegate who will vote on the question intelligently and for the good of the order.

INSURANCE SEC. 227.

Insurance.

SISTERS: For several months past I have read in our department the different suggestions to alter our insurance laws. If certain diseases are barred by a thorough medical examination what better or cheaper insurance could we ask for? Reverse the case. Your husband has been a member for 25 years. Would you like to have his assessments increased because he is now 25 years older? I certainly would not care to have my engineer's raised. I joined you in 1897, carry two policies, have never regretted joining and we never miss the amount we pay for insurance. What a comfort and help it may some day bring to those who are left when we are gone. Let us all try to get more to join and carry this worthy insurance instead of seeking to alter it.

Yours, ARIZONA.

Insurance.

Not having noticed any article in the JOURNAL regarding our insurance from any of our Sisters in the East, I wish to state Div. 27, of Philadelphia, Pa., is still very active and seriously considering the question of insurance.

I have been giving the question of age rating much deliberation since the convention at Los Angeles, Cal., and I cannot conceive of any appreciable benefits accruing therefrom. Our Insurance has always been prosperous in the past, promptly and satisfactorily discharging all obligations, and until 1901 received members without consideration as to their physical condition. We prospered. We have since drawn the line in that respect and required a physician's certificate with application; consequently the mortality basis has been raised to a most conservative standard, which in itself is, and has proven, an advantage of inestimable value in safeguarding the perpetuity and financial strength of the Insurance Department.

I think if age rating were adopted, our insurance would be secured by so many members from fifty-five years of age upwards, that the barriers of previous conservatism would be ruthlessly torn down by a deluge of liabilities, to the detriment of all parties in interest. As an illustration:

	Years.
Estimated age at death.....	70
Estimated age at time of insurance.....	55
<hr/>	
Life of insurance.....	15
Estimated policy (average).....	\$500 00
Estimated assessment \$1.00 per month, or	
\$12.00 per annum, for 15 years.....	180 00
<hr/>	
Net loss on policy to Department.....	\$320 00

While a credit for interest would be due this policy, yet the difference is so great, after charging expenses, as not to appear reasonable or equitable to the Insurance Department, or the more favorable risks, whose assessments are identical. The disadvantage and inequality of the age rating are obvious.

Sister Robertson reports we have nearly 7,000 certificates and 5,000 members. With so large a membership, I think our

present plan would amply suffice for all time, and Sister Robertson also reports that the treasury is seriously depleted, which is certainly good authority; we should create a surplus in some manner, and evolve a plan whereby we can keep the fund well invested as a reserve for our liabilities.

I think every member who has joined the Insurance Department has done so under certain conditions; she has fulfilled all the obligations incumbent upon her; has directly or indirectly contributed to its present success and high standing. I am satisfied that these faithful Sisters, who have enthusiastically supported the Insurance Department during adverse conditions, cannot remain idle with the knowledge that the treasury is now depleted, after paying its policies and approved current expenses.

"In time of peace, prepare for war," an old saying, well exemplified by President Roosevelt, can well apply to the present situation. We must create a surplus fund, to be available to meet emergencies, for who can foretell the coming or foresee the resulting havoc of an epidemic or great mortality from any cause. Our only alternative is to anticipate such conditions by safeguarding our financial resources with the creation of a Surplus Fund.

The assessment for May was 75 cents for three assessments, and there were eight deaths.

In order to create a Surplus Fund, many plans are probably feasible, but the one which would probably best serve the purpose, with the least expense to the members, would be an assessment of our 5,000 policy-holders at \$1 per annum for a period of two years, payable quarterly, or say 25 cents every three months. At the expiration of the second year, without allowance for interest earned, the principal of the fund would amount to at least \$10,000, which would be available for the liabilities which are ever likely to beset our treasury, but for which, as a body, our very existence is responsible.

I trust many opinions will be forthcoming on this important subject, that it may be ably, judiciously and finally determined

for the future success of the Insurance Department, and the permanent advantage of the insured and their dependents.

MRS. GEO. McMAHON, Div. 27, Phila.

Hall of Fame for Women.

When one starts to adorn his library or study walls with portraits of American heroes, certain names inevitably are suggested as appropriate, but strange to say there are no American women whose portraits are commonly seen on the walls of our home with anything like the frequency of Washington, Lincoln, Longfellow, Whittier, Phillips Brooks and other men who might be mentioned.

In 1900, when the balloting for names to adorn the Hall of Fame in New York City was done, no woman received a sufficient number of ballots to make the place; but it may be interesting, in view of the proposition now to have a hall of fame for women, to know who the women were who, in competition with men, were deemed worthy to be considered as candidates for the place. They were Mary Lyon and Emma Willard among the educators, Dorothea Lynde Dix and Lucretia Mott among philanthropists, Charlotte Cushman among actors, Helen Hunt Jackson among authors, Maria Mitchell among scientists, and Martha Washington, and of these Mary Lyon received the most votes and Martha Washington the next largest number.

In 1903 a ballot, among the readers of a widely circulated religious newspaper, for the twenty foremost American women, resulted in the choice of Frances E. Willard, Martha Washington, Harriet Beecher Stowe, Lucretia Mott, Phoebe Cary, Margaret Fuller, Louisa May Alcott, Mary Lyon, Maria Mitchell, Alice Cary, Helen Hunt Jackson, Emma C. Willard, Abigail Adams, Dolly Madison, Dorothea Dix, Mary Washington, Pocahontas, Betsy Ross, Harriet G. Hosmer and Lydia H. Sigourney.

Apparently it will be from among the list of names included in these two groups that those selected for the new Hall of Fame for Women are likely to be chosen by the judges named for that task by the

University of New York, which announces that funds have been given for the erection of a Hall of Fame for Women, adjoining and connected with the present Hall of Fame for Men, in which ultimately there will be tablets commemorating fifty American-born women of note and ten foreign-born women conspicuous in our national history.

A board of 100 electors will be requested to elect ten women of American birth and two American women of foreign birth. The women electors in the contest of 1900 were Presidents Hazard, of Wellesley, and Thomas, of Bryn Mawr, and Mrs. Alice Freeman Palmer. The electors in 1905 doubtless will represent a wider range of calling among women.

Presumably the donor of the Women's Hall of Fame will be the same person—Miss Helen Gould—who is reputed to have given the present Hall of Fame. The entire architectural scheme when carried out calls for a very imposing group of structures, on a commanding site on the upper end of Manhattan Island.—*World's Events.*

Bargains.

It has become a standing joke about women haunting the bargain counters, and if one is ever tempted to attend the one hour sale in the early morning they will no longer wonder that those of the sterner sex make sport of this love for bargains that is manifest in nearly every woman's make-up. In the first place you will see a crowd around the door eagerly anxious for it to open, then a rush is made for the counter that holds the wonderful bargain.

Sometimes they forget they are ladies and will snatch the goods from each other, every one wanting first choice. Those in the rear get frantic and will take most anything before it is all gone, because it is "such a bargain." When the hour is up you will see them coming out, some flushed and triumphant, others disappointed and indignant.

When they reach home and go to display the purchase made at a cost of nerve

force that almost leaves them prostrated for the rest of the day, they too often find that they have received just what they paid for and the "bargain" was not such a bargain after all.

Relative to this matter I beg leave to quote the following and then a verse from Nixon Waterman proving that men like bargains also.

SHE GOT A BARGAIN.

A woman who does her own shopping "for the house" went into a local drug store to buy soap. It was 8 cents per cake. She looked it over carefully and asked the surprised clerk:

"Do you give three cakes for a quarter?"

After he had recovered from his daze he replied:

"We do not as a rule, madam, but we will let you have them for that price."

She bore them away in triumph, and not until the shouts of joy from the rest of the house arose as she told of her bargain did the awful fact dawn upon her consciousness.

A GENUINE BARGAIN.

The "mark-downs"—so he always said—at a department store

Were never really genuine—"just fakes and nothing more!"

But one glad day a "lady clerk" of whom he chanced to buy

A bill of goods quite won him by the sparkle of her eye.

She told him she was "twenty-three," and they were married soon,

But by the time the happy pair had spent their honeymoon

He deemed a bargain he had found at that department store;

He'd got a bride for "twenty-three, marked down from thirty-four!" —*Nixon Waterman.*

The Merry Face.

There is an advertising poster that I look at whenever I see it upon wall, sign-board or fence. It represents a young woman holding in her hand something a dozen other hands are reaching for and all want at once. What the thing is that the girl has in her hand does not matter. That thing is not the thing at all. Whatever it is, even as she holds it, so her face holds me. It is so merry, bright and alert, so

radiant with fun and happiness! A dozen hands are stretched for what she can give only to one, and she is laughing while she considers which shall have it. Her white teeth gleam, her mouth is spread into the broadest sort of a smile.

The poster is only a rough thing, probably. Probably when the artist made it he or she never thought of contributing anything to high art, but the face of that merry maid is just the most successful high art work I have seen since—well, since the Paris Exposition. Somehow the sourest minded person smiles every time he sees the poster maid; at least I pity him if he does not. It is so mirth-provoking, so full of sunlight and of that joy of living we each ought to carry from cradle to grave. A child would shout with laughter the first time he saw it, an infant in arms would crow and stretch its fat fists toward it.

The merry poster maid ought to be printed large and in fast colors and placed along town and city streets where millions of sad-faced ones would see her every day and laugh, laugh till the aching facial muscles that tell of discouragement and suffering relax and soften and assume for the time the happy child look that should never have gone out of them. The dearest boon one can bestow on this world is to present to it always a merry face. It will thank you and bless you forevermore, for it has much trouble of its own.

A young lady often goes down town in the morning when I do. She is perhaps a stenographer—I don't know—but she has the same merry, radiant face as the poster maid, except that her face, being that of a real girl, is far more beautiful. There is the same lightning, merry look, the same arch, happy smile. The line of humor about her mouth is decided, the softly closed lips tell of sweet temper, the lustrous eyes shine with merry thoughts. I always watch her as long as I can without making her think I am staring at her. I never see her that I do not say to her mentally, "Bless you for keeping a merry face, my girl!" I never think of her either that I don't relax my face, eyes, and forehead and try to have them as-

sume the bright, sunny, merry look this sister of benediction always wears.

But one can't do it continually, you say. The pain and botheration of life are too much. Well, I don't know. That girl manages it somehow, and she has to get up very early and go to the office when the thermometer is at zero and has to work all day, I am sure. The merry face is much more within our control than we imagine it to be. Then, too, it is certain if we make ourselves wear this bright, hopeful expression, rain or shine, that our troubles will not strike in so deep and that they will be over sooner, so that by and by they will hardly touch us at all.

—*Mary Gould Lytle, in Los Angeles Herald.*

Liner Out for the Parson.

The Hen club of the village
Got together and began
To assert, preempt and pillage
The prerogative of man,
And they did him good and soundly
From his pedals to his crown,
Trowned him and berated*roundly—
All but Miss Matilda Brown.

Ah! the troublesome dilemma
And the object of attack
Was the parson—got a blimmer
In the middle of his back,
"Seems to us he ought to marry—
'Leven months he's been in town;
And the speaker paused to tarry
With her eyes on Tildy Brown.

"We have given seven parties
In the parlor of the church,
Maple sugars, a-la-carties,
But he don't come off the perch,
Mite societies we've handed,
Social teas—he must come down!"
Said the club; and then demanded
A response from Tildy Brown.

"Needs a wife, and needs her badly;
Myl his cuffs are awful frayed,"
Joined the chorus in and gladly,
All undaunted, undismayed.
Then the spoons began to rattle
And the tea began to flow;
Poor Matilda! How their prattle
Makes her blushes come and go.

Now they fix her with their glances,
Now they stab her to the heart,
Now each teaspoon gaily dances,
Now each saucer plays a part.
"It's reported you've been walking—"
"It's reported true, I guess—"
"And there's been a lot of talking—"
"And last night I told him Yes."

—*New York Sun.*

Our National Hymn.

"My country, 'tis of thee,
Sweet land of liberty,
Of thee I sing."

How these words have thrilled us!
And yet how few are familiar with the
story of the origin of our National Hymn.

The author was Samuel Francis Smith and only a few years ago he passed away at his home in Newton Center, Mass. He was born in 1808, was a graduate of Harvard College and a classmate of Oliver Wendell Homes. He was a Baptist minister for some years and a journalist of prominence. The missionary hymn, "The Morning Light is Breaking," was written by him; but his name is immortalized by virtue of our National Hymn and in a tour of Europe some years before his death he received signal honors from many rulers and in numerous courts. Mrs. Smith died last spring.

For years Memorial day processions halted in front of the Smith cottage home to do honor to the aged wife; now the veterans will pass in silence and lay their tribute on two graves.

Some one has said, "Let me write a nation's song, and I care not who makes its laws." It would be difficult to estimate the influence of this beautiful national hymn.

"Till the day dawn," is the inscription on Dr. Smith's tomb, and while with his life's companion he sleeps, waiting for the dawning of the resurrection day, through all the ages, generation after generation will take up the thrilling words:

"My country 'tis of thee,
Sweet land of liberty,
Of thee I sing."

Academy of Art in Berlin.

Women have been refused admittance to the Academy of Art in Berlin by Director Von Werner.

In a petition to the Prussian minister of education the women demand admission on terms similar to those now accorded them at the universities. The decision is of considerable importance, as it will establish a precedent in other state art academies in Germany that still exclude women.

Use of Lemons.

Gargle a bad sore throat with a strong solution of lemon juice and water.

The juice of half a lemon in a cup of black coffee without any sugar will cure sick headache.

Lemon juice and salt will remove iron rust.

Wash fruit-stained hands in lemon juice to take off the stains.

A strong, unsweetened lemonade taken before breakfast will prevent and cure a bilious attack.

Lemon juice added to milk until it curds and these curds then bound upon parts swollen from rheumatism will bring relief.

Lemon juice mixed very thick with sugar will relieve that tickling cough that is so annoying.

A hot lemonade, taken before going to bed, will cure a cold on the lungs.

A cloth saturated in lemon juice and bound about a cut or wound will stop its bleeding.

Lemon juice added to fruit juices that do not jell readily, such as cherry, strawberries, etc., will cause them to jell.

Lemon Extract. Let stand the rind of four grated lemons in half pint of alcohol for about three weeks. Drain off the fluid, bottle and cork and you have finer extract than that which you buy at the stores.

Lemon Icing. Put half a pound of sugar in a bowl, add grated rind and juice of one lemon and half cup boiling water. Whip stiff and spread between cake layers.

A slice of lemon added to a glass of tea makes Russian Tea.

Garnish fish, oyster and crab dishes or salads with slices of lemons.

Lemon juice is much nicer for salads than vinegar. This is especially true of fruit salads.

Squeeze the juice of half a lemon in the rinse water after you have shampooed your hair. It will cut all grease.

To keep lemons fresh a long time invert over them a glass dish that fits closely.

For recipes of lemon pies, custards, cookies, cakes, ices, sherbets, candies and candied peel see any good cook book.

Division News.

EAST SYRACUSE, N. Y., May 29, 1905.

DEAR EDITRESS: It has been a long time since Eventide Div. 75 rendered an account of its stewardship of the charge which was placed in its keeping by the Grand Division eight years ago.

We are endeavoring to carry out the instructions taught by the Grand President at the school of instruction, where we have sent a delegate at all opportunities. We are growing in numbers, and general prosperity and harmony prevail.

Three of our Sisters this year have each been presented with a testimonial of regard which has been fraught with good will and loving kindness. One was a birthday gift, another was a wedding anniversary present and the third to a Sister who moved out of town. These were presented at the Division rooms, where a feast and a royal good time followed.

More than two-thirds of our members carry the insurance, and the communication from Sister Barber of Div. 34, found in the May number of the JOURNAL, expresses exactly our sentiments in regard to grading the insurance rates. We, too, think it an injustice to the Sisters who have maintained it from its infancy. In conclusion would say that we are making strenuous efforts to add to our numbers. Ten names have been added to our roll-call within the past few months. We as a Division are doing all that we can for the promotion and prosperity of the V. R. A. and I sincerely hope that there will be no contention in regard to its insurance, but that all of our labors be so performed that they will redound to the good of our order and promote happiness to every Sister of the G. I. A.

CORA PHELPS, Cor. Sec.,
East Syracuse, N. Y.

ON Tuesday evening, May 9, Div. 8, of Collinwood, Ohio, gave a grand "May Party" at Gunn's Hall. The hall was beautifully decorated with colors of the order. Several grand officers were in attendance. Grand Chief Stone and wife, Mr. and Mrs. Prenter, Mr. and Mrs. C. H. Salmons, and Mr. and Mrs. Futch and

daughter. When the orchestra struck up their music, fully 200 couples danced to their hearts' delight. Through the kind assistance of T. S. Ingraham Division, No. 62, of Collinwood, an elegant supper was served in the dining hall, where the tables were bounteously laden, and decorated with beautiful cut flowers, carnations and roses. Great credit is due to the committees in general at their untiring efforts to make this occasion a most successful event, financially and socially, reaping a benefit of \$284.45 taken in from admission fees, supper and prize contest. This occasion will be a glad remembrance to all who participated, and many thanks are expressed to all who so kindly assisted.

MRS. GEO. F. DAVIS, Div. 62,
Collinwood, Ohio.

THE 18th day of May was "Crotty Day" in Hiawatha Division, G. I. A., to B. of L. E., Denison, Tex., and the members and invited guests of the Auxiliary met at their hall to do honor to the past President of the G. I. A., Mrs. J. Crotty.

In days of old "whom the gods seek to destroy, they first make mad," and it was the custom to invite to a banquet him whom you most despised or feared, and in a glittering chalice of choicest nectar concealing distilled insidious poison toast that one who would soon recline upon his silken couch clasped in the arms of Death. But here, instead of a feast with Hate as the guest of honor, was a Banquet of Love, planned by hearts with whom "Thou Shalt Love Thy Neighbor as Thyself" is no idle byword, but the command of a living God, which has become to them a golden chain set with the jewels of charity, faithfulness, friendship and kindness, binding each to each.

The program of music, recitations, and a drill by the members of the Auxiliary, was exceptionally fine, and when Mrs. D. T. Reece stepped forward and presented to Mrs. Crotty with the love and in the name of the Division a magnificent cut glass vase, the culminating point of good feeling and fellowship was reached. Mrs. Crotty accepted the gift, in her usual graceful and gracious manner telling something

of the history of the Division and thanking them for the high honor conferred upon her. The guests then repaired to the dining-rooms in great good humor, and while here were no dissolved pearls, ambrosia, or nectar, the menu would have tempted an anchorite.

The occasion was a delightful one, and all felt glad that "Crotty Day" had been made an institution, and that next year would bring such another delightful day.

JAS. BRUCE.

As it has been some time since Cotton State Div. 43, Meridian, Miss., was heard from through the JOURNAL, I am afraid our Sisters will think we have gone out of existence, but we assure you that we are far from it yet. Our Division is small, but we work in harmony, and over half of our members are insured, and quite a number of us are opposed to age rating, too. We are doing nicely, financially as well as socially. On May 15th last, at B. of L. E. Hall, we entertained the Brothers of Stephenson Div. 230, and their wives. A large number was present, and at 10 o'clock our President asked the Chief of Div. 230 to step to the altar, and in behalf of Div. 43 presented 230 with a handsome regalia. The Chief was so surprised he hardly felt equal to the occasion, but at last rallied and thanked the Sisters for their beautiful offering of good will. All of the Brothers were surprised, indeed, but I think more so at finding their wives could keep a secret. After they recovered from their shock we repaired to the parlor and indulged in progressive euchre. Mrs. Wm. Perry won the ladies' first prize, a beautiful centerpiece, and Bro. Frank Maxwell the gentlemen's, a lovely pair of suspenders. After all had partaken of an elegant luncheon, we separated for the night, feeling that our effort had been appreciated by our Brothers.

Our Division being invited to a school of instruction at Knoxville, Tenn., four of our Sisters accepted and attended the school. They returned home full of praise for the hospitality of the Sisters of Div. 71, and they were greatly benefited by the school. They also stopped over and vis-

ited the Sisters of Chattanooga Div. 176, and enjoyed their stay with them very much.

Hoping that Sister Editress will not consign this to the wastebasket because I have consumed so much space, I will close by wishing all Sister Divisions success.

Yours in F. L. & P. A. V. M.

It has been some time since I saw an article in the JOURNAL from Division 68, Roanoke, Va., so I decided to say something about our work.

Happy to say we are getting along nicely. It is true we lost heavily to organize Venna Adams Division 331. Some 23 or 24 got transfer cards to organize the sister Division, which is doing nicely. And I feel proud of our work, as Division 68 is the parent Division on the N. & W. system.

May 11, we had our Grand Vice President with us and had an all day session in our hall. Venna Adams Division was invited, and many familiar faces were seen among them, as most of them were once members of Division 68.

Our meeting was both pleasant and instructive as our Grand Vice President went through the ritual work with us and explained it thoroughly. She gave us a talk on insurance, which I hope will do much good. We held a social at Sister Simson's in the evening. Owing to the inclement weather, only one sister of Division 331 was present, Sister Adams; sorry more could not risk the storm.

At a late hour Division 68 bade Sister Cassell goodbye. Sorry she could not give us more of her time while in our city.

She was entertained the rest of her stay in our city by Venna Adams Division 331, which ended in a tallyho ride Saturday.

May the 13th had a social at the R. R. Y. M. C. A. entitled, Aunt Dinah's quilting party, which was quite a success in every respect.

At our regular meeting today it was decided to have a school of instruction Oct. 18 and 19, to which all divisions on N. & W. system are invited, as well as all our Grand Officers.

Trusting this will not ind its way to the trash basket. DIVISION 68.

Div. 145, Buffalo, N. Y., sends greetings to sister Divisions and breaks a long silence by now appearing in the JOURNAL.

Our membership is large and growing. We have held a number of card parties in our hall, which were successful and enjoyable.

On the evening of April 24 we entertained Div. 421, B. of L. E., at cards. A banquet was served, at which time our President, Sister Cooper, in behalf of the Division, presented our musician, Sister DeWitt, with an Easter egg containing a recognition pin. She was completely surprised and could only say "Thank you." Brother Luff spoke to us in well-chosen words, and the evening was full of enjoyment. We hope for many more with the same spirit of harmony. SEC. 145.

G. I. A. Voluntary Relief Association.

TOLEDO, O., July 1, 1905.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of the following claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for same was dated later than May 31, 1905.

ASSESSMENT No. 219.

Died May 24, 1905. Sister Lena Kingston, aged 27, of Div. 17, Detroit, Mich. Cause of death, tubercular phthisis. Carried one certificate, dated April, 1902, payable to T. P. Kingston, husband.

ASSESSMENT No. 220.

Died May 16, 1905. Sister Mary Beasley, aged 35, of Div. 84, Springfield, Mo. Cause of death, septic infection. Carried one certificate, dated February 6, 1903, payable to Orin, Ethel, Mamie, Eva and Carroll Beasley, children.

ASSESSMENT No. 221.

Died May 26, 1905. Sister Minnie Crosby, aged 36, of Div. 132, Louisville, Ky. Cause of death, peritonitis. Carried two certificates, dated May, 1902, payable to John Crosby, husband.

Assessment No. 221 will be paid from the Assessment fund.

Members will pay their Insurance Secretaries on or before July 31, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to General Secretary and Treasurer not later than August 10, or stand delinquent till remittance is made.

Members in good standing May 30, 1905, forty-nine hundred and sixty-five in the first class; two thousand and seventy-five in the second class.

An error of the General Secretary made the date of Sister Nelson's certificate 1902. It should have read 1892. (See JUNE JOURNAL, Assesmer No. 216.)

MRS. GEO. WILSON, Pres. V. R. A.

M. L. ROBERTSON, Gen'l Sec'y and Treas.

• • Technical • •

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Stuck Brakes.

BY R. H. BLACKALL.

The problem of freeing ourselves from stuck brakes is one deserving of considerable thought on the part of the engineer, since there are many times that brakes stick when the trouble results directly from the improper handling of the brakes.

Leaky train pipes and poor fitting triple piston packing rings, of course, are responsible for considerable of this trouble, but there are more cases where the sticking is because of the improper use of the brakes by the engineer. Engines are often on the road in a condition in which they will not do their best work, and while we would very much dislike to see a triple valve in service in the condition we sometimes see locomotives, nevertheless we can not expect that the valves are to be in prime condition always, and must so handle the brakes that the best results may be obtained under practical and not ideal conditions.

It is a comparatively simple matter to operate the brakes on short trains so that no trouble of this nature will result, but an extra amount of thought and care must be used in the long train service encountered on some roads.

With the many duties and responsibilities of the engineer of today it is impossible for him to be constantly thinking of the best way to handle the brakes while on the road. We are all creatures of habit, more or less, and the proper way to obtain the best results is to school ourselves originally as to the proper methods to pursue. When these are once established it will be a case of habit and second nature, and the right moves will be made under the various conditions, without the necessity for special consideration in each case, and when the thought should be directed in other channels.

Some of the chief causes for stuck brakes are embodied in the following: Backing on to a string of cars that are not charged with a portion of the train that is already charged, this without depleting the pressure in the auxiliary reservoirs on the part of the train attached to the engine before so doing; overcharging, and then bringing the brake valve to running position; releasing after a light reduction has been made; releasing by placing the brake valve in running position; trying to release while the air is still discharging from the brake pipe exhaust, in response to a reduction; improper bleeding of brakes which are stuck, by the brakeman; this latter is, of course, not within the control of the engineer except as he may impart information to the train crews as to how this should be done.

In backing an engine on to an uncharged train, or in backing a portion of a train on to another and uncharged portion, the auxiliary reservoir pressure should be reduced, a release made, and the brake valve handle returned to lap position before coupling to the train. By so doing the equalization between the auxiliary reservoirs and brake cylinders, when the hose is connected between the two sections, will be approximately 35 pounds, and the excess pressure in the main reservoir will then be sufficient to raise the pressure in the brake pipe so that it will insure a prompt release of the brakes on the front portion of the train.

If the engineer simply places the brake valve on "lap" when he backs against the train, or if he makes a 20-pound reduction and leaves his brake valve on "lap," without first releasing the brakes, practically no gain is made as there is a pressure of 50 pounds in the auxiliaries on the head cars that must be overcome before the brakes can be released. With the brake pipe pressure greatly depleted, due to the air that flows back into the empty portion of the train, the main reservoir pressure will be depleted to such an extent, to charge the empty part of the train, that it may not be sufficient to start all of the brakes that were set to releasing. It then remains for the pump to compress

the air with which to recharge, as well as to release the brakes which are applied. The slow rise in pressure permits the air to feed by the packing rings which may be a poor fit, charge the auxiliary reservoirs on these cars, and the brakes are stuck. When it is discovered that there are stuck brakes the engineer generally makes a heavy reduction which, with the air already in the brake cylinders, causes a high equalization of pressures. This makes it very difficult to accomplish a release from the engine. Whenever it is known that an application of the brakes is expected, due to the coupling up of other cars, it is always well to get the pressure in the auxiliary reservoirs so reduced that a release can be accomplished readily by the engineer.

Overcharging: this is accomplished by placing the brake valve in release position and allowing it to remain in this position until all, or a part of the train, is charged above that for which the feed valve is adjusted to close. It may be that only the front portion of the train is overcharged, in which case the front brakes will apply as soon as the brake valve handle is returned to running position. This is due to the fact that the rear brakes are still drawing air from the brake pipe in an effort to equalize the pressure throughout. The resultant reduction of pressure at the head end caused the brakes to apply. After they have applied, a movement of the brake valve handle to release position momentarily may obtain the desired release. If, however, this is not accomplished, it will be necessary to first make a full service reduction. The overcharging of the head brakes is better understood when we consider that in recharging the brakes on a 50-car train, with the brake valve in release position, the pressure in the brake pipe on the first car is approximately 10 pounds higher than that on the last car. This is due, primarily, to the fact that the feed grooves are taking air from the brake pipe about as fast as it comes back, also to the friction of the piping which acts to retard the flow.

Release after a light reduction: when this is done we are trying to obtain a

prompt action in releasing, with a depleted excess, the excess always being the difference in pressure in the brake pipe and main reservoir. It is difficult to obtain a quick rise in brake pipe pressure if there is an insufficient driving head.

If a train is brought to rest with a light reduction, and it is of considerable length, it is advisable to make a further reduction before starting the release. It is a matter of wonder to note the engineers who fail to follow this practice, and where an engineer is found who fails to do this, it invariably follows that this is one of the men who is troubled with stuck brakes.

Releasing in "running" position: while this is a practice occasionally encountered, it is, fortunately, confined mostly to passenger service, as the engineers on freight trains have found that trouble is certain if this is done. In making a release the results desired are only assured by so manipulating the brake valve that a sudden rise of pressure results. This cannot be obtained in running position owing to the restricted portage, as well as to the action of the feed valve which gradually closes as the pressure is approached for which it is adjusted to close. A release in running position is especially likely to cause trouble after a light reduction, in which case the feed valve does not open to the full extent. The writer has seen brakes stuck on a three-car train by the use of this objectionable method of release. No trouble whatever was experienced when the brake valve was properly handled.

Releasing when the brake pipe exhaust is open: this is a bad practice not only because it has an objectionable effect on the release, but it produces severe strains on the draft gear as well, thus tending to increase the chances for breaking the train in two.

If a release is made when the air from the rear of the train is still flowing toward the brake valve, the increase wave pressure which is started back meets an opposition which tends to destroy the sudden effect desired.

Stuck brakes due to improper bleeding of reservoirs: if a stuck brake is discovered at the rear of a long train by a brake-

man, it is a very easy matter for him to cause several brakes to apply if he is ignorant of the proper way to bleed off a brake. The proper way is to pull on the release rod only until such time as the triple valve "pops," and best results are obtained if the brake is released by short jerks at the bleed rod. In many cases the brakeman holds on to the rod until the reservoir pressure is very considerably depleted. This causes air from the train-pipe to feed into the reservoir, the resultant depletion in the brake pipe acting to cause the adjacent brakes to apply before the reduction made has an opportunity to affect the feed valve and supply the reduced pressure. When it does open it raises the pressure so slowly that it may not release the brakes that are applied at the rear. As a result, the brakeman in his effort to release the additional brakes that are now stuck, applies others, and, if on a hard pull, the train is stalled, it is then necessary for the engineer to make a heavy reduction before he can release the brakes properly.

If brakemen would exercise more judgment in bleeding off brakes and opening angle cocks, so that the brakes would not apply, there would be very much less trouble from stuck brakes.

QUESTIONS AND ANSWERS.

Q.—D. G. N.—Our road is beginning to put on larger air pumps than the nine and one-half inch. I suppose this is done so that it will be easier to keep up the leaks. It seems to me that it would be much better to leave the old pump on and take better care of the train pipe. If the capacity of the pump is increased it will simply mean that finally the leaks will be so bad that we can't handle the trains. Do you think the use of a larger pump will help us out for a short time?

A.—There is no doubt that much better results would be obtained if the train pipe were kept in better condition; but, as you say, the deciding point is, how much leakage can trains stand and still have them in shape for operating on grades? If this is the deciding point, it matters not how large the compressor is; the increased size of the machine simply

means that the work can be accomplished so much sooner, and it hastens a recharge on grades. A quick recharge is, of course, very desirable.

While there is no reason why a larger compressor should not be used, we do not think that the good results from its use will equal the use of two smaller pumps, by means of which engine failures are practically done away with.

Q.—W. H.—I would like to know what causes the whistle to screech; I mean the one that works with the whistle signal. The one on my engine has been working all right until lately. Once in a while now it also blows twice when the crew says they only pull it once.

A.—The cause of the action described is undoubtedly dirt in the signal reducing valve. This dirt permits the pressure in the signal pipe to become equal with that in the main reservoir. The whistle is adjusted to sound properly when the signal pressure is 40 pounds, hence the poor response with the higher pressure.

This high pressure is also responsible for the double response when the signal cord is pulled but once. When the cord is pulled the signal valve responds due to the reduction made above the diaphragm. In order to cause the diaphragm to seat the valve it is necessary for the pressure above same to be greater. The greater pressure is obtained from the opening of the reducing valve. This valve will not open until the signal pipe pressure is below 40 pounds; as a result, there is a strong tendency for the signal pipe pressure to fluctuate after the car discharge has been opened. This fluctuation of pressure is responsible for the double action of the whistle when the cord is pulled but once.

Whenever the whistle screeches the reducing valve should be cleaned; otherwise the whistle will screech, and is likely to blow twice when the cord is pulled but once, and an unnecessary strain is placed on the hose.

Q.—W. M. M.—We had an argument the other day as to why the feed ports in the triples were not made larger. Most of us thought that it was because the

small groove made all of the triples recharge their auxiliaries in about the same time. We also thought there would be a waste of air when the overcharged brakes at the head end reapplied after the brake valve was returned to running position when trying to make a quick recharge. We decided these were the main reasons but wanted to ask the JOURNAL if it could add anything to our understanding of the case.

A.—Your view of the case is correct as far as you have gone, but there are other reasons why it should not be advisable to make these grooves any larger.

In a long train it is common to have the front portion of the train pipe ten pounds higher than that at the rear when recharging; with the present equipment this means that the auxiliary reservoirs at the front are charged this amount in excess of those at the rear. This being true, the front brakes, as you say, will apply when the brake valve handle is returned to running position; to release them it is necessary to allow the brake valve to remain in running position until the pressures have had an opportunity to settle throughout the train, at which time the front brakes may be released by moving the brake valve handle to release position momentarily. This means that there is a waste of air which is represented by the amount the auxiliaries at the front have charged in excess of those at the rear. If instead of permitting the pressure in the train pipe at the front and rear to equalize and then accomplishing a release, the brake valve be moved from release to service position, another objectionable result is produced. In this case the train-pipe pressure is not reduced below the auxiliary reservoir pressures back in the train, and as a result, only a few of the brakes are applied. The result of this is that the brakes at the front do much more than their share of the work and there is a strong tendency to overheating the wheels on the head cars.

If anything should be done to the feed grooves it should be to reduce rather than to increase them in size. A point can be reached where the grooves can be made so

large that the brakes can not be applied with the service application; the longer the train the greater bearing this condition will have upon the action of the brakes.

Another point that should be borne in mind concerning the use of a large feed groove is that in most trains the combined area of the feed grooves is such as will permit the air to escape through them much faster than the air can be compressed by the pump.

In isolated cases, where, for instance, a very small number of cars are handled on very heavy grades, it might be advantageous to have a larger groove. This represents the exception, however, and there would seem to be no reason for using a larger groove than the ones employed at present.

Q.—F. G.—I am working on a road that has several grades where we have to hold the train with air and once in a while a train gets started because a brakeman forgets to open an angle cock after we have stopped for water or leave a car. I would like to have the JOURNAL suggest the best way to protect myself from things like this.

A.—There are several ways to check such a possibility. The safest way is to make a test after coupling to the train. Another way is to always apply the brakes before the train comes to a full stop and leave them applied, not moving the brake valve handle from lap position until the brakeman swings you ahead. If, on again coupling to the train, the angle cocks are not turned properly, it will not be possible for you to release the brakes until such time as all cocks are turned properly.

Another means of checking up the condition of the cocks and the action of the brakes is to make a running test, where possible, at some convenient point before the hill is reached.

Another good practice is to apply the brakes as soon as possible after tipping over the summit. If the brakes are not holding properly there will be time for the crew to set the hand brakes before the speed of the train is too great; by so doing it can be told also by the sound of

the train pipe exhaust, whether or not the angle cocks are all open. A short exhaust at the brake valve indicates a small volume of air. Practice should enable an engineer to tell approximately the number of cars coupled up by the length of the exhaust through the brake valve.

Electricity—The Street Car Equipment.

BY ELWOOD A. GRISSINGER, E. E.

To obtain the magnetic field in a controller, a coil of copper wire is placed upon an iron core. Through the coil, the same current that operates the motors passes. Such current, therefore, produces the magnet which, by proper shape of pole piece, throws its lines of force across and around all the sliding contacts of the controller. Consequently, when the controller is on, the motors are taking current from the line, which also passes through the controller coil. When any circuit is opened or contact broken by shifting the controller handle, the arc, which would otherwise tend to form, is immediately snuffed out. To the inexperienced, it might be well to state that an arc formed and maintained with a 500-volt current is the most destructive thing on the list. It will instantly vaporize a metal, or most anything else in its path. Its flash is blinding in its intensity and heat, the greatest of artificial heats. Exhaustive experiments had to be made, therefore, to develop detail apparatus that would rupture the arc when attempting to form, and thereby protect other apparatus. The magnetic blow-out on the controller occupies just such a position. It was not an uncommon sight in early days to see a motorman enveloped in flame from a controller, a car load of panic-stricken people and a crippled car. Such accidents are rare with controllers nowadays, but now and then we read of flames breaking through a car floor. This is usually because a motor has bucked from an unusual circumstance.

Within the controller case, there are a number of terminals to which the wires are fastened when the apparatus is in-

stalled on a car. These terminals are stamped so as to show what wires are to be fastened to them. Similarly are the motor terminals stamped, the diverter terminals, the cut-out or circuit-breaker terminals, and small tags attached to the wires in the drum hose. Such tags should not be removed. A plus (+) sign signifies a positive terminal, a minus (-) sign a negative terminal, F a field terminal, A an armature terminal, G a ground terminal, T a trolley terminal, R a resistance or diverter terminal, B a brake terminal. When the letter F or A is followed by the figure 1 or 2, etc., the number of the motor is referred to; that is, F2+ and A1- mean respectively positive terminal of field on motor No. 2 and negative terminal of armature on motor No. 1. When the letters F and A are not followed by figures, they are understood as referring to all the motors. Diverter or resistance terminals are marked to distinguish them apart, as R1, R2, etc.

The controllers in use today are the series-parallel types. Such have two handles on top, one of which is used in turning current on and off, and the other, the smaller one, for reversing the direction of motors. Both handles are removable. The larger handle, for operating the car, is provided with a pointer traveling with it, and which points to the notch marked on top of the case and at which the controller is then standing. Controllers of different makes and sizes will differ as to the number of notches, but of these there are usually seven. Whatever the number of notches, there are usually but two running positions for the handle—at the last notch and the third or fourth. Running notches are those where the diverter resistance is not in use and such as when the motors are in series with each other and the line, or when in parallel with each other and the line. Resistance should not be in when running steady, as diverters not being built for that purpose will not stand it, and, moreover, it is not economical.

To start the car, make sure the controller handles are at off position. Then place trolley to wire and close the switch

in the cut-out box. Next, move the small reversing switch to the position desired—that is, forward or backward, as is desired to operate the car. Then throw the operating handle to the first position. The car should start and run at very slow speed. Using this notch on and off is good practice in running cars slowly through crowded streets. After throwing to first notch, and seeing the motors have acquired good motion, pass to next notch, and so on along the range. Movement from one notch to another should be positive; that is, do not permit the handle to leave a notch and then hesitate between notches, but pass from one notch to another in a positive manner. In going from first notch to last, however, or over any number of notches, care should be exercised so as not to go too rapidly, for the safety of the equipment and for the comfort of the passengers. Motors can be made to acquire speed more rapidly than steam engines, and with consequently unpleasant effects. To stop the car, bring the controller handle to the off position. Do this with a continuous movement or sweep, and as quickly as circumstances warrant. At the same time apply the brakes, but do not touch the reversing handle, unless dire circumstances; in which event the method would be to bring the controller handle to off position, throw the reversing handle clear over, and then turn operating handle to first notch, throwing to off position when object is accomplished. Such an operation is rarely necessary, unless to avoid collision or to save life. Danger to equipment is great when an effort is made to reverse a car's direction when in motion, and should be tried by experienced and cool-headed men only. Under ordinary circumstances, to reverse a car the current should be cut off at controller, car brought to a stop, trolley reversed, the reversing handle thrown over and operating handle started as before. If it becomes necessary to run with one motor only, the case of controller can be removed and a plug changed inside of same. This plug is marked, and it will be seen that it can be inserted so as to cut out one motor or

the other. Replace the case and operate as before.

Within a short time, another form of controller has come into use. This form has, in addition to the usual features, a handle and cylinder for operating the electric brake. Some forms operate the brake with the same handle that is used in starting the car. With this form, when the handle is brought to the off position, if the motion is continued backward, there will be five notches that can be covered. These notches regulate the amount of current that passes into the braking mechanism just as the forward motion controls the amount of current going into the motors. The action of an electric brake is such, that when the current is cut off from the motors the latter then become series generators, and the current generated by them passes through the same diverters or resistances belonging to the equipment and thence to the brake coil, which is stationary. The core of the brake coil is magnetized, and exerts a powerful pull upon an armature fastened to the car axle and traveling in front of the coil. The amount of pull is regulated by the current flowing, which, in turn, depends upon the position of controller handle and speed of car. Electric brakes will not work when a car is not in motion, and the faster a car moves the more powerful the brake action can be made. The reason is that the motors must revolve to generate a current and the more rapidly they revolve the higher the voltage they will produce; consequently, a stronger current will be pushed through the brake coils. The later form of electric brake controller has three handles, one for controlling current to the motors, one for reversing the motors and one for operating the brakes.

The lightning arrester, choke coil and fuse block, are usually connected up as shown in the accompanying sketch, Fig. 1.

The fuse block is usually a block of lignum vitæ, upon which two terminals are mounted. Between these terminals is fastened the fuse, which in some cases is copper wire and in others a lead or soft

alloy strip. Suitable binding screws are provided for clamping the fuse. To one of the fuse terminals is brought the wire leading direct from the trolley, and the other terminal leads to one end of the choke coil. This coil is for the purpose indicated by its name. Lightning is peculiar, and in the present instance will follow a straight path in preference to passing through a coil. The coil in this case is of heavy insulated copper wire placed in series with the motors and the trolley, so that all current from the trolley passes through it; but it will choke lightning and force it to pass through another path, and one which the street car current cannot travel over. Near the end nearest the trolley a terminal is made on the choke coil, to which is connected one side of the lightning arrester, the other side of the latter being connected to the truck of the car and hence to the ground. The lightning arresters provided for this purpose are simply an air gap inclosed in porcelain in some cases and lignum vitæ in others. The lightning will jump across this air gap in preference to going through a coil of wire, but a current at 500 volts pressure cannot pass across the same gap. Therefore, if lightning traverses the trolley wire to a car, down the trolley pole to the fuse box, thence to the choke coil, it will pass through the lightning arrester to the ground and the car equipment be uninjured.

The canopy switch, which I have referred to as a cut out, may be either in the form of a switch or a circuit breaker. The latter is more modern, and preferable. There are two of these, one mounted overhead on each platform of a car. They are connected in series with each other and to the trolley. In reality the side of one goes to the trolley and the side of the second to the fuse box. In emergency cases, opening either

switch or circuit breaker opens the main circuit. A circuit breaker is virtually an automatic switch. It can be opened and closed manually, and will open automatically. If too much current passes through them, they will open, thereby protecting the motors. They are better than fuses for motor protection, because they act quicker. The same circuit breaker can also be set for different strengths of current.

The lightning circuit of a car will usually comprise five or ten lamps of 100 or 50 volts, respectively. They are connected in series with one another; that is, five 100-volt lamps in series to make the 500 volts of the circuit, or ten 50-volt

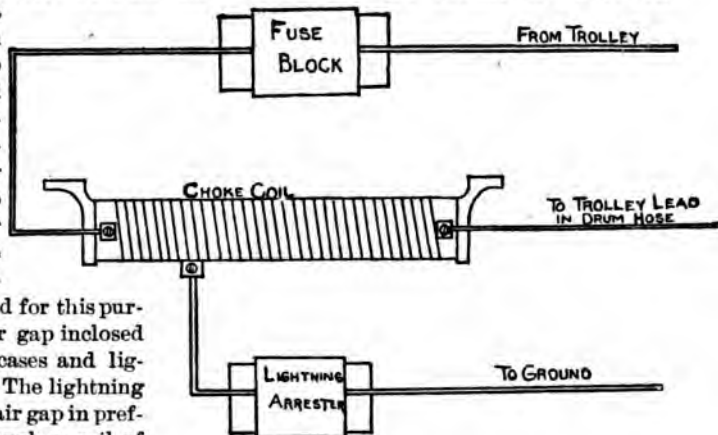


FIG. 1.

lamps. Since they are in series, when any one gives out, all will be inoperative. Turning the current into one must do the same to the others. A low-efficiency lamp is employed because of the usual variations in voltage, which is bound to occur because of the intermittent and heavy demands for current made by the motors—the lamps getting their current from the same source. A small switch is mounted in each end of the car, so that the lights can be turned on and off. The trolley is purely mechanical, and is so familiar to everyone that a detail description of it is not thought necessary.

General instructions for operation are very similar to what might be said of any form of traction. Surface railways are so

built that very slow speed can only be maintained in running around curves, crossing streets and railroads, and when passing over rough track. The current should be cut off at the controller as the trolley passes an overhead switch. The passing of such a switch can be detected by the sound. It is advisable to run slowly through all flooded places. When examining the motors, water should not be allowed to drop on them from wet clothing or other source. Electrical trouble that might arise and persist can be quickly stopped by opening the canopy switch or circuit breaker, or pulling the trolley down. In going down a grade, great care should be exercised to keep the car under control; also to keep the trolley on the wire, as it may be necessary in an emergency to stop suddenly, when, if the brakes fail, the motors could be reversed. If the power is shut off from the trolley wire, from any cause whatsoever, bring the controller at once to the off position, then turn on lamp switch and wait for the lamp to light up, after which start the car as usual.

The trolley should never be placed to the wire unless both controllers are at off position. If, from any cause, the trolley leaves the wire, car should stop as quickly as possible and trolley replaced, the controller in the meantime having been thrown to the off position. If the trolley leaves the wire frequently, if loose motion is noticed, or if there be flashing at the trolley wheel when running, the facts should be reported at once, because such defects are very destructive to the overhead construction. A car should not be run with the trolley pole in the wrong direction, as there is great danger of bending the pole or of tearing down overhead construction. When a car is run into a barn, the canopy switch should be opened, and if possible, trolley pole should be thrown up, so as to relieve the springs from tension. When handling any of the car apparatus, it is always good policy to pull the trolley down from the wire. The lamps in the car may sometimes refuse to light. The trouble may be due to a broken or burned-out lamp, poor connec-

tion between one of the lamps and its socket, poor connections in the lamp switch, a loose or broken wire, or a blown fuse. A lamp should never be removed while current is on, as an arc is liable to be formed, burning out the socket. This is not true of a single lamp burning on a 110-volt circuit.

When Memory Fails.

BY J. W. READING.

With the many different types of engines now doing service on our American railroads it has become a serious problem for the engineer out of employment to secure a situation, especially when he runs up against a questioner who has encompassed more theory than good common sense. A great many engineers who might be experts in getting out of trouble would find considerable difficulty in answering satisfactorily the many questions which some of our railway managements demand before giving engineers employment.

The human mind is prone to forget and that man does not live who can remember every detail of his profession or calling unless something is continually transpiring to keep his memory fresh on the subject; the doctor, the lawyer, and other professional men could not do a successful business if their text-books were taken from them; their reference libraries are about as essential as the air they breathe. How quickly will the doctor or lawyer, who try to master their profession, read up on a disease not treated for a long time, or on some court decision in the past of a case, the like of which the lawyer has not had for some considerable period. These same things confront the locomotive engineer; he breaks something about his engine today, something that has tried his ingenuity to fix up, and may not for years thereafter have another accident of the kind, and he is but human if after a long period of time he has forgotten just what method he adopted for getting out of his difficulty on the previous occasion. Herein the professional men have a decided advan-

tage as they can at once turn to their library and refresh their memory. The engineer can not do that and could not take the time to read up if he carried a locomotive text-book in the seat box. It would be a most ridiculous proceeding for the locomotive engineer to take his book on "breakdowns" and look up the remedy for a fractured driving tire, especially should there be one or more important trains about due. The engineer's "bumb of constructiveness," the mechanical ingenuity born in him, the talent that may be latent, will show up to a greater or less degree on such an occasion and his skill in mastering the situation measures his ability.

It might be a good thing for the average locomotive engineer if he could each day before beginning his journey read up. There are only a thousand or two different affairs in the way of breakdowns, train rules, etc., that the modern engineer is supposed to remedy and as he has neither the time nor convenience of posting up when the occasion most urgently demands it, he might take the little time he is supposed to rest and get next to his job. (Nit!)

The vast majority of enginemen spend too much time in getting over the road to have the necessary amount of sleep required by nature, saying nothing of a little time to visit with their families when off duty. It is not consistency to think these men can take up a line of study and follow it up; the weary mind and body cannot satisfactorily wrestle with problems, man must be at his best when he reads if he expects to remember it as long as it took him to read it. Here again I repeat, that unless the daily routine of the business of the various vocations of mankind take in every detail of their profession constantly, there are bound to be lapses of memory on items that may prove of considerable importance.

Inasmuch as a large following of our calling has not the time, and a goodly number of those who might but will not take the time, to profit by reading of the experience of others, it brings the issue

down to the natural mechanical ability and all around good judgment of the enginemen when any of the many mishaps occur.

Some years ago I found my right of way obstructed by a train with a disabled engine. I went ahead to see what was the difficulty and my Brother engineer was trying to put in a spring hanger. Jacks were under the engine and to the casual observer everything seemed to be all right. I asked the Brother how long he had been there. His answer was "About two hours and to save my neck I cannot get this hanger in." About that time I noticed his driver brake had lifted drivers quite a distance from the rail. I said to the Brother, "Why didn't you disconnect your driver brake before jacking up your engine?" The expression that came over his face was a very comical one as he said, "I guess it was because I was a damn fool." I asked his permission to fix her up and he was only too glad to give it.

I took pinch bar and threw out spring and spring saddle, put as much oil on top of box as the oil recess would permit, fitted block between frame and top of driving box, put another block under end of equalizer, all of which did not consume over fifteen minutes of time. I advised him not to hurry and give that particular box plenty of oil.

This affair occurred only twenty miles from the terminal. At this terminal at that time there were no regular machinists and the car repairers were expected to do such work as putting in springs, wheels, brasses, etc., when it was absolutely necessary that it should be done. This repair gang was called that night to put in the spring hanger. Early the following morning I found the "wheel tunkers" trying to put in the hanger. They said they had worked nearly all night. I advised that they let her down, disconnect the driver brake and then jack her up again and the rest would be easy.

The engineer on this occasion was a well posted man; it had been some time since he had had that kind of trouble, and a very important item was over-

looked—a lapse of memory, so to speak. He was in error trying to put in a hanger when the distance to the terminal was so short.

The company kept extra hangers on their locomotives, and he was one of that kind of men who considered it a duty to always put in springs, hangers, etc., because the company expected it, although better results might be obtained by fixing things up temporarily and getting promptly out of the way, if not able to reach their destination.

Not long since, an engineer of my acquaintance broke a driving tire. He had never broken one before; in fact, had never witnessed methods pursued by others; when this particular accident had occurred, however, he had *read up* and considered that he would be equal to an occasion of the kind, but when it happened he could not remember the methods recommended. His “bump of constructiveness” was small, and, having no particular mechanical ability, a ruined wheel center was the result.

When the mechanical departments of our American railroads spend more time in looking up the natural mechanical ability of the young men hired as firemen and spend less time trying by a lot of technical “rot” to puzzle the old experienced runner, then and not until then will the standard of efficiency in the management of the locomotive be raised.

Technical Education.

CONWAY SPRINGS, KAN., June 8, 1905.

EDITOR JOURNAL: Brother Kelly's letter in the June JOURNAL was very interesting, and contained lots of good common sense, but I believe Brother Kelly's intimate acquaintance with Mr. Wiseman has prejudiced him against technical education.

I believe that a technical education is a very valuable asset in an engineer's stock of knowledge; but at the same time I think that the young man starting firing would be better off if he had never heard of technology until he had learned to fire an engine in the usual manner. The proper time to begin a technical course is

as soon as a fireman can do his work in an economical and intelligent manner; then he can mix theory and practice in such a manner that they will neutralize, and he can then use judgment of the highest order.

Another reason I believe in technical education is this: Engineers receive first-class pay, and in return for this pay should render first-class service, not only between terminals but at all times when called upon by their employing company; for instance, in lawsuits. It is a well-known fact that the large railroad centers in this country are overstocked with lawyer, whose principal business is “bleeding” railroad companies. Every time a person is injured they flock around him like buzzards around a dead animal and secure consent from the injured party to sue the company for damages, and damages to an amount in excess of the intrinsic value of the injured party and all his forefathers.

Now, a great many of these lawyers can talk automatic air faster than a Westinghouse expert, and at the same time, if shown a quick-action triple and a brake valve couldn't tell which was which, but they can talk scientific railroading till the ordinary railroad man was black in the face.

Let an engineer who has never kept up to date or had any technical training stand before the crossfire examination of one of these men and the result would probably be a body blow to the defendant's interests, while if the engineer had had a technical course and had always kept up to date he could explain circumstances in an intelligent manner, and would make a very favorable impression on a judge and jury. A man's brain is like his muscle in this respect. Allow it to become weak from disuse, and when you are called upon to use it, you can't get it to exert the force required of it. Technology is a fine brain hardener. Intelligent railroad officials, though, know that a man can't be taught to run an engine in the class-room of an institute of technology any more successfully than a man could be taught to swim in the middle of the Sahara Desert. So, I am in no fear of seeing the positions of

our practical men of today being taken by students.

I anticipate Brother Kelly's next letter and probably agree with him that engineers are by no means overpaid. One of my arguments in talking of this matter is this: It requires more brains and better judgment to run an engine one trip than it does to teach a school a whole year, or keep the books of the largest corporation in this country. The school teacher can retract any misstatement he may have made, and the bookkeeper can erase his mistake with a rubber and no one but himself know it; but let an engineer make a mistake and the Associated Press tells the whole world inside of twenty-four hours. Fraternaly yours,

H. D. KINSELLA, Div. 83.

Bro. Hetrick, Air Brake Question.

LOS ANGELES, CAL., June 7, 1905.

EDITOR JOURNAL: On page 532, June JOURNAL, Bro. W. F. Hetrick of Div. 50, states, "Set a car out of train with train line and auxiliary charged to 70 pounds, open angle cock, drain train line, open bleeder in auxiliary reservoir to release brake. How do the last 12 pounds get out of brake cylinder?"

We will suppose that this triplet is O. K.; train line side of triplet piston seated against gasket; no air leaking by train line check; ports used in emergency are in register with port to brake cylinder. Air from brake cylinder passes back through those ports to auxiliary and out at open bleed cock (or release valve). When auxiliary pressure is less than tension of graduating spring (now compressed to full limit) the energy of spring forces triplet towards the release position with the low pressure in auxiliary. There is very little frictional resistance; momentum triple piston gained from the graduating spring will move it to full release position, and air from brake cylinder will escape through exhaust port.

I would infer from Brother Hetrick quoting last 12 pounds, that if we close bleeder as soon as exhaust opens we should have about 12 pounds in auxiliary. Bro. Hetrick may have put this 12 pounds in

question purposely. If so he will note one point I left out. As I want to have this fully impressed on the minds of our Brothers, will state that under above conditions brake can be released with exhaust port plugged. How is it done? Hope some Brother will answer.

Fraternaly yours,

R. W. KELLY, Div. 663.

BROOK, PA., June 3, 1905.

EDITOR JOURNAL: In replying to Bro. Hetrick of Div. 50, will say that it depends on how brake is applied. If angle cock is opened slowly and brake applied in *service* application, the triple piston and slide valve will travel over against the graduating stem and remain in that position while being bled through auxiliary bleeder, there being no pressure in train pipe to force it back to release position, and the air will pass out of brake cylinder through the same course it entered; but if angle cock is opened suddenly and the brakes applied in emergency, then the triple piston and slide valve will travel over to emergency position and compress the graduating spring and will remain there until the pressure in brake cylinder (passing through port S in slide valve) and auxiliary reservoir becomes slightly lower than the tension of graduating spring, the spring will then push triple piston and slide valve back to service position, and in doing so will close graduating port in slide valve, and the air pressure remaining in brake cylinder, if greater than the combined weight of slide valve and tension of slide valve spring, will unseat the slide valve and pass out between the slide valve and seat; but when the pressure in the brake cylinder becomes less than the weight of slide valve and spring, the slide valve will seat and retain whatever pressure remains in the brake cylinder.

Yours fraternaly,

J. E. MCGOUGH, Div. 325.

Bro. Reading's Model Out of Reach.

S. PORTLAND, ME., May 18, 1905.

EDITOR JOURNAL: I quite agree with Brothers Keating and Stewart that Bro. Reading's "Model Engineer" cannot pos-

sibly exist where pooling is practiced; that is, pooling as it is generally carried out today. When I was in railroad service I ran up against it hard, and know what it means; and now while I am out of the service I see and hear pooled engines, and I assure you the pool engineer has my sincere sympathy.

In the *Railroad Gazette* of May 5 is quite a long article on the pros and cons of pooling engines by Mr. A. M. Waitt, formerly of the N. Y. C. R. R. I wish all of the boys could read Mr. Waitt's article, as it deals with the matter very fully, presenting the matter from all sides. It gives the motives for pooling, its advantages to the crews, to the companies, the arguments against it, and so forth. Mr. Waitt closes with a general résumé of what he considers necessary to make pooling a success, which if carried out would make it such; that is, it would have more friends than it can claim at the present time, and no doubt it would save money for the companies. Mr. Waitt says the engines should be kept clean, a sufficient roundhouse force being provided for that purpose, which force should also fill and clean headlights. The engines should be kept in thorough repair, a sufficient number of trained inspectors and repair men being employed to that end, the former supplementing the inspection of the engineer, who is not to be relieved of his share of the responsibility. I can readily agree with Mr. Waitt that pooling would not be so bad if his ideas were carried out, and possibly they are in some localities. Does any Brother know of any locality? If so, he is to be congratulated. The principal trouble is, that allowing engines are inspected, there is generally an insufficient force of repair men to do the work. Again, most roundhouses haven't kept up with the times, and are out of date in the way of tools and other facilities for expediting the work on the large modern engines. How often do we see these engines in (or rather, partly in) houses built twenty-five years ago, the pilot up against the wall, the tender standing out of doors. Imagine a man trying to do work on this engine in the winter time under such condi-

tions. I have been there and know what it is. These conditions are not calculated to make model engineers, though I must say that at times our Brothers do not do all that is required of them in the way of keeping the engines in good condition, the standing excuse being, "she ain't my engine." I have known Brothers who would worry along trip after trip, with a sticky brake valve on the same excuse—had plenty of time to oil it, but—"she ain't my engine." The next man taking the engine out has no claim on it, so he worries over the road with it; and so it goes, and "nobody's engine" soon becomes a scrap. The company apparently doesn't care—the men are careless; so much for pooling and model engineers.

Our electric Brother of Brooklyn seems to have put his foot in it, but what he says in the *May JOURNAL* is often true, and one is apt to feel sore if his good intentions are turned down in such a way. It is often the case that the man on the fence sees more than the man in the thick of the fight. We are all apt to make mistakes in the hurry of a breakdown, though that is just the time we need all our wits.

I quite agree with Brother Stroup that lubrication is quite an important factor in the running and sounding of engines. I had one in particular which would in short out-off, go on three legs, if the valves were allowed to get dry, but on hurrying the lubricator for a little while, it would come down to business with four as good legs as one could wish. I found that it took power to drag dry valves; but when one is limited on oil, he must make the best of it; yet I do not approve of making records on oil at the expense of coal and machinery, or making time over the road.

Possibly this feature had something to do with Brother Keating's puzzle. Some of the Brothers advance the theory of a turned cylinder bushing. I have seen many cylinders bushed, but the bushings were always short enough to go between the ports, so it would have to go endwise to cover even one port at a time; but this could not be the case with this engine, as Brother Keating says there was

nothing the matter with the cylinders, valves, or the machinery of this engine, and any one looking for trouble, especially at long range, should know if a cylinder had been bushed and how the bushing was applied.

This asking cause of trouble is a very frequent occurrence, it being a common thing for engineers to send in an indicated diagram, asking what is wrong with the engine; at the same time they neglect to say what style of an engine it is, whether plain or balanced, or single valve, or a throttling engine. They even forget to add the atmospheric line, say what the boiler pressure is and the spring used. In fact, want to be doctored and fail to give the doctor full particulars of the case.

Fraternally yours,
J. V. N. CHENEY.

To Set Eccentric.

SPRINGFIELD, MO., June 5, 1905.

EDITOR JOURNAL: I notice in the June number of the JOURNAL an article written by J. W. Reading giving some instructions on how to set a slipped eccentric. He says: "There are numerous books on locomotive running and management and the most of those that I have read give the same rule."

I thought perhaps his article might be a little misleading, especially to young engineers; hence, I wish to say a few words in order to make matters more clear.

The correct way to set a slipped eccentric on the road if you have plenty of time is by the valve stem; it makes no difference on which center the engine is placed, only for convenience in doing the work, hence, if a back-up eccentric slips, place the engine on forward dead center, and if a go-ahead eccentric slips, place the engine on back center, reverse lever in back notch, mark the valve stem as before at gland, then place the reverse lever in forward notch and move the eccentric on axle until mark shows up at gland. This is a correct way and if the lost motion is all pried up with a pinch-bar the valve will be as square as the machinist can do in the roundhouse. With the valve trams, most of our enginemen do

not know just how much outside lap the valve has or amount of lead, if any; consequently it would be pretty difficult to mark the valve stem, as Mr. Reading suggests, $\frac{3}{4}$ of an inch for outside lap and 1-16 of an inch for lead. If one eccentric can be set by the valve stem they certainly can both be set in this manner.

This way of doing takes considerable time, and as every engineer knows that the engine will have to be placed on center with a pinch-bar and often a hard thing to do, and he is anxious to get out of the way of other trains as quickly as possible, I would suggest that the eccentric be set in this manner. As both eccentrics are at right angles to the crank minus lap and lead, why not note the position of crank pin and move the slipped eccentric to right angle position to pin, then advance some towards pin for lead, tighten it, set screws and go. If engine is not square, set it by valve stem when you reach a siding.

This refers to indirect motion engines. I would like to ask Brother Reading if a direct motion engine's eccentric could not be set by the valve stem the same as indirect motion?

Before closing I will ask this question. If the valve has three-fourths of an inch outside lap and line and line inside, how much lead will the valve have on the exhaust?

Yours fraternally,
J. C. NASH, Div. 287.

Eccentric—Defective Exhaust Balance Strips.

COCOMB CITY, MISS., June 3, 1905.

EDITOR JOURNAL: In the June number of the JOURNAL Brother Reading describes a plan of setting slipped eccentrics, which, with a slight modification, I have used with unvarying success for quite a number of years, although it is at variance with the mode of procedure advocated by all the books I have read dealing with this subject; and to those of our Brothers who find themselves facing difficulty, I would say follow Brother Reading's plan if you are fortunate enough to have a foot rule; but if you have no foot rule, then you can proceed as follows: If

you are running an indirect motion engine and find you have a slipped eccentric, locate it as described by Brother Reading, and if the trouble is in the go-ahead eccentric, move your engine back until the crank pin on the disabled side is slightly above the back bottom eighth, in which position the cam of eccentric should point straight down. Now slacken your setscrews and give your eccentric a shake, when the weight of eccentric will cause it to move to its proper place. Now see that your eccentric is in line with your links, tighten up your setscrews and you will find that inside of five or ten minutes your eccentric is set, perhaps not accurately, but sufficiently so as to enable you to handle your train without further delay.

For back-up eccentric, place crank pin on disabled side slightly above forward bottom eighth and proceed as before.

In regard to the problem presented by Brother Keating some time ago, an exactly similar case occurred here quite lately, which, when I have described it, may prove a solution. In the case to which I refer, the engine was going along doing its work all right, when it gradually began to sound lame. A close inspection by the engineer failed to locate any trouble and he kept on until at last she became unable to handle her train and had to be taken to the shops. Roundhouse inspection showed that one of the cylinders had been bushed, and bushing becoming loose had gradually worked around slowly closing the ports, thus causing engine to sound lame on account of weak exhaust on defective side until at last it entirely closed ports and engine being caught on center on good side, went out of business.

Brother Morris has a very interesting article on defective balance strips, and while his reasoning is correct throughout, his test is very apt to fail, as unfortunately the blow from defective cylinder packing starts and terminates at exactly the same points he describes for balance strips; and when I hear a blow which starts when engine is passing over the center and continues until near end of stroke, I generally book it as defective packing on that side and seldom go astray in my diagnosis.

In addition to the two tests for defective strips which he quotes, which are good ones, I would suggest that by placing your ear close to the steam chest when throttle is slightly open, you can generally tell by the sound which side the defect is on.

There are two probable solutions to Brother Erskine's air problem, either one of which might apply: First, there may have been a dirty triple valve amongst the empties in back part of train, and when his first application was made, the piston of triple valve only moved sufficiently to close feed port without letting any air into brake cylinder. When his second application was made, however, there being now about twelve pounds difference between the respective pressures in train line and auxiliary reservoir, the higher pressure overcoming the lesser, the triple valve moved so rapidly that the emergency port was opened to the atmosphere and thus by the sudden lowering of train-line pressure in its vicinity, caused the brakes to set with too much power, causing the accident.

Second, if the cars were of the large pressed steel class, which the O. S. L. have had in use for some years, the percentage of braking power is so much greater on empty cars than on cars of the class when loaded, that an application of the air when going slow in conjunction with the leak from his burst train pipe would practically bring his empties to a stand, while his loads drifted ahead, causing the trouble complained of.

In conclusion, I will say that I am delighted to see the continued improvement in the Technical Department, and I sincerely trust it will continue to advance, until its pages become a standard authority on all technical subjects pertaining to our calling.

Fraternally yours,
ALEX. M. STEWART, Div. 196.

Questions and Answers.

PORTSMOUTH, OHIO, June 5, 1905.
EDITOR JOURNAL: Please allow me space to answer some questions asked in the June number of our JOURNAL.

In reply to Bro. W. F. Hetrick's question, of Div. 50, will say that the last 12 pounds of air from the brake cylinder passes out at the bleed cock to the auxiliary reservoir, or the leakage groove in the brake cylinder and the bleed cock together; it cannot pass out at the exhaust port to the triple when all the air is out of the train line. The air in the auxiliary will hold the triple valve in lap position, so it has to pass out at the bleed cock to the auxiliary reservoir and the leakage groove in the brake cylinder.

In reply to train order question asked by Bro. A. E. Krause, will say that if I were on No. 1, I would not leave C until No. 2 arrived there, as No. 1 has a positive meet; if No. 1 had right of track to C against No. 2, then I would make as far as I could and clear No. 2 in the required time.

In reply to Bro. R. L. Evans' train order question No. 54, will say that all trains must clear the passenger special 5 minutes.

Questions.—How would you clear the main line, if you were to break a back-motion eccentric strap on the right side of your engine, and when you got the engine prepared ready to go you did not have time to make the station ahead for a first class train and you were close to a station back, but you could not back the train up with one side, how would you get train back into clear?

(1) Why is the hole in a link block not in the center of the block?

(2) Why when you break a link hanger, is it better to just block one link?

(3) I would like some of the Brothers to explain the slip of the link, and also explain why the link must slip on the block.

(4) What will make an engine's valves sound out of square when the valve gear is perfectly adjusted? There are eleven in all, how many can find them? I know this many, some of the Brothers may know of more.

(5) Which is the best packing for a piston valve, wide or narrow packing rings, and why?

In case an air pump should stop instantly while on the road how would you test by means of the reversing valve rod whether it was due to either the reversing valve plate, loose or broken or the nuts loose on the piston rod of the air end of the piston, not taking anything down on the pump to make the test?

In case you receive an engine out of the roundhouse and you open the pump throttle and the pump makes an up stroke and stops, say nothing's wrong with the reversing plate cap screws, what is the trouble?
E. A. LINDSEY, Div. 584.

Unequal Braking Power.

CHANNING, MICH., JUNE 15, 1905.

EDITOR JOURNAL: Referring to the pulling out of draft irons as experienced by Brother Erskine on page 528 of June number will say that if all of Brother Erskine's equipment was New York the only reason I can see for the trouble was, as he says, the greater braking powers on the empties, but if all or the majority of his loads were Westinghouse and the rest New York he might have had a defective triple valve in the loads that would go into emergency on the second reduction, and as the New York triples on rear end would not, on account of air being evacuated from between main piston and main vent piston by first reduction, the Westinghouse triple would reduce the train line in their immediate vicinity, and as soon as the train line check valve would seat and the air would flow ahead from the New York brakes and raise the pressure by the Westinghouse triples releasing them and the New York brakes would stay set, causing the damage spoken of by Brother Erskine.

My reason for thinking that perhaps this is the cause of his trouble is that he seemed to experience his difficulty after the second reduction.

Now I would like to ask if we had a train of 50 cars, the first 10 Westinghouse brakes, and the next 10 New York and the remainder Westinghouse and made an 8 pound service reduction and after that made an emergency application, would we get an emergency action back of the first

10 cars? I think the 10 New York brakes would act as 10 plain triples or piped cars and that it would be impossible to get an emergency action back of them after first service reduction.

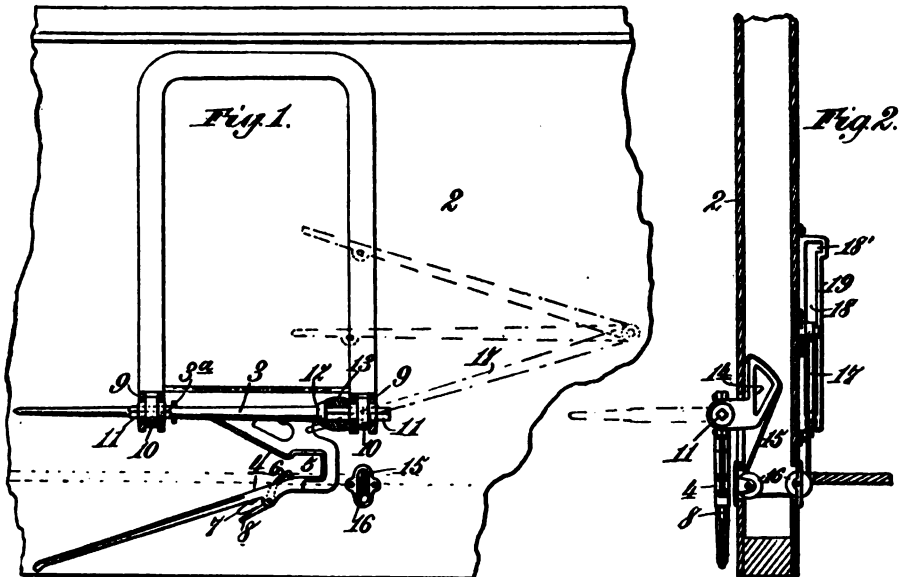
ROY MEAD, Green Bay Div. 297.

Mail Crane.

CLINTON, IA., March 27, 1905.

EDITOR JOURNAL: I invented some time ago a mail crane, which has proven to be absolutely the best thing on the market, and I can easily substantiate this by the testimonials of eighteen of the best roads in the country, including such

the lever is down, and the car door is free for the throwing in and out of mail. When the lever is raised part way, the catcher is thrown out to operating position. When the lever is thrown clear up, the catcher is thrown up in front of the door and the pouch is delivered to the hand of the postal clerk. Outside of providing an absolute catcher that never fails to get a pouch, and the simple, easy means to operate the same, I am enabled to build my crane 6 ft. 6 in. high, instead of 10 ft. 8 in., which makes them perfectly safe. A man can lean out of the gangway on an engine as far as he



roads as the C. & N. W., C. M. & St. P., L. S. & M. S., and a good many others. Last August there was an editorial in the LOCOMOTIVE ENGINEERS' JOURNAL entitled "Dangerous Mail Cranes," and owing to the great number of engineers and firemen continually being injured on account of the operating arm on mail cranes being so high that it comes alongside of a cab window. I have, since reading that article, been working on a safe mail crane, and have devised a new catcher, which I place below the door of a standard mail car. It is operated by a lever, as will be seen by the examination of the cut. and when the catcher is down

pleases and the upper arm of the crane will still be under him, and he cannot be injured. It is also safe for postal clerks, as the breaking of the catcher either from striking some obstruction, or some weakness in the catcher, cannot injure them. It also makes it comparatively safe for a man on the side of a freight car in case a freight train runs through ahead of a mail train after a pouch has been hung up. I think I have just what the engineers are very anxious to have put in operation, and I believe this will be especially interesting to our Brothers.

Fraternally yours,

L. W. BARKER, Div. 125.

Sand Blower.

HUNTINGTON, IND., May 5, 1905.

EDITOR JOURNAL: For the benefit of engineers, who have had more or less trouble on account of stalling on grades, due to failure of sand device, we wish to call your attention to the simplest and best sand blower made. This sand blower has been placed on eight engines on the C. & E. Division of the Erie by Messrs. Knight & Heath, owners.

These blowers have been in service for two years and have not cost one cent for repairs, and have never failed to work under adverse conditions. This is a matter well worthy of investigation. Full particulars on application to Knight & Heath, Proprietors, Huntington, Ind.

H. H. HEATH, Div. 221.

Train Line Leaks.

ROCK, PA., May 21, 1905.

EDITOR JOURNAL: In reply to question of Bro. C. I. Smith, of Div. 359, on page 494, May JOURNAL, "What defect acting in conjunction with train-line leak will cause brakes to continuously set and release?" will say, that vent port in pump governor being stopped up and insufficient excess pressure in conjunction with train-line leak, will cause brakes to set and release continuously. When the pump governor supplies the main reservoir with maximum pressure and governor stops the pump, the vent port in the governor being stopped up, the air below the diaphragm cannot escape except by leakage past the packing rings and will not allow the pump to start promptly; in the meantime train-line leakage has reduced the pressure considerably and not having sufficient excess pressure to supply the leak the brakes will apply and remain applied until the air has leaked out of pump governor and the pump starts supplying maximum pressure, when the brakes will release and pump will again stop and brakes will again apply and so on continuously.

Fraternally yours,
J. E. MCGOUGH, Div. 325.

Broken Release Valve.

CANTON, O., June 3, 1905.

EDITOR JOURNAL: In reply to Bro. E. A. Krause, of Div. 366, page 533, June JOURNAL, would take out broken release valve and put ball candle wick in hole, then put valve on seat and screw cap down and you are done.

Would stay at C for No. 2, as order makes positive meet at C.

The one hour might be to help other trains, and the dispatcher made the meet at C to avoid a block.

Fraternally yours,
E. W. B., Div. 360.

PORTLAND, ME., June 2, 1905.

EDITOR JOURNAL: In answer to the questions by E. A. Krause, I should say slack up the cage and put a small block on top of the valve.

As to question number two, if I had an order to meet No. 2, engine 674, at C, I should stop at C and ask for orders if No. 2 was not at C when I arrived, as I should not consider that the latter part of the order gave me any right to violate the first clause. Fraternally yours,

J. V. N. CHENEY.

CONWAY SPRINGS KAN., June 8, 1905.

EDITOR JOURNAL: In answer to Brother Krause's broken release valve stem, place a nut under valve.

In answering his second question, would say, train orders mean exactly the way they read. No. 1 and No. 2 would meet at C. The second part of the train order is entirely superfluous as far as the meeting point of No. 1 and No. 2 is concerned and was probably put there by the train dispatcher to keep some inferior class train ahead or against No. 2 between A and M.

Fraternally yours,
H. D. KINSELLA, Div. 82.

TIPTON, IND., June 5, 1905.

EDITOR JOURNAL: In answer to Brother Krause, would say, put a $\frac{3}{4}$ -inch nut in bottom of casing.

In answer to question number two, would say, having a positive meeting order would stay at C. Fraternally yours,

A. H. KELLEY, Div. 584.

SALT LAKE CITY, UTAH, JUNE 5, 1905.

EDITOR JOURNAL: In answer to question by E. A. Krause, broken release valve stem, would say take a nut or more if one is not enough; put on bottom of cup.

I am on train No. 1, will take siding at O and meet No. 2. As I have a positive meet at O with No. 2, that part of the order reading, "No. 2 will run one hour late," is for other trains that have no meet only the time order.

In answer to R. L. Evans, in June number of the JOURNAL, Telegraphic Train Order No. 54, Extra Engine 90 has right over all trains. First-class trains are inferior to Extra Engine 90. As such you must clear her ten minutes at whatever place you may meet her.

CHAS. A. STANDROD, Div. 222.

Rights of Trains.

AURORA, ILL., JUNE 7, 1905.

EDITOR JOURNAL: When issuing and executing train orders the rights of all trains affected by such orders must be considered.

Brother Krause asks this question: "Suppose you were on No. 1, an inferior train, and received the following order: 'No. 2 will meet No. 1 at C. No. 2 will run one hour late A to M.' On arrival at C you have time to make B on the hour late. What are you going to do?"

It would be perfectly safe and I think right for No. 1 to proceed to B on the second specific movement in the order, but it would be necessary for the dispatcher to annul the first specific movement to allow No. 2 to leave C. It is not at all probable that the order would be issued as one order. It could be used as two separate orders to advantage.

In reply to Bro. R. L. Evans will say the order issued for Extra 90 makes it as much superior over first-class as it does over second and inferior class trains. Right is superior to class or direction. It follows that first and all classes of trains will clear Extra 90 five minutes.

I wish to have some of the Brothers express their opinion in regard to the execution of a certain train order that caused considerable discussion on the division at

the time. No. 6 is an eastbound first-class train. No. 15 a westbound second-class train. At M No. 6 and at F No. 15 received an order reading thus: "No. 6 will run one hour and forty minutes late M to I and one hour and thirty minutes late I to A."

On arrival of No. 15 at H, it had time to make I on the hour and forty minutes, but not on the hour and thirty minutes. The engineer and conductor considered they had a right to go to I, but one of the trainmen took issue with them. The result was a discussion, some money bet, and the train proceeded to I.

JAMES LENAHAN, Div. 82.

EASTON, PA., MAY 15, 1905.

EDITOR JOURNAL: In reply to E. A. L.'s train order in the May JOURNAL, would say that he would not have the right to leave Rich Hill until the arrival of Engine 352 Passenger Special. Note Rule 82 of Book of Rules, Standard Code, May 17, 1903, which reads: "Regular trains twelve hours behind their schedule time lose both right and class, and can thereafter proceed only by train order."

The Brother will perceive that the rule just quoted refers to schedule trains only; this order refers to passenger special, therefore he should remain at Rich Hill until passenger special arrives. E. R. W.

PORTLAND, ORE., MAY 8, 1905.

EDITOR JOURNAL: In answer to E. A. L. in the May JOURNAL, I would say the working of this order is not according to Standard Rules. You certainly could not leave Rich Hill until Engine 352 arrived, for this train could run only as an extra. Orders are good until fulfilled, superseded or annulled, so the 12-hour rule would make no difference in the case. The proper form for this train should be:

Engine 352 will run Extra, leaving Pulaskia, Sunday, May 7th, as follows, with right over all except first-class trains:

Leave Pulaskia, 6 A. M. Leave Draper 6:25 A. M. Leave Alisionia 7 A. M. Leave Rich Hill 7:30 A. M. Arrive Chestnut Yard 8:00 A. M.

B. L. LUCAS, Div. 277.

FRANKFORT, IND., June 2, 1905.

EDITOR JOURNAL: In answer to Bro. R. L. Evans, according to Standard Rules, first-class trains are required to clear leaving time of opposing first-class trains. Also extras must clear superior class trains 10 minutes, and where extra is given right over superior class trains superior train must clear extra as many minutes as required to clear first-class train. Therefore, since there is nothing in class superior to first-class trains, and by order Extra 90 is given right over all, first-class trains should clear leaving time of Extra 90.

Fraternally yours,
J. G. DECKER, Div. 550.

Long Hours.

PORTLAND, ME., June 2, 1905.

EDITOR JOURNAL: The June JOURNAL is before me with its variety of subjects, all of which are of interest to the order. Long hours has quite a place and it is a vital question—one which needs more attention than it receives—one which should be not only discussed but acted on, and not next year or next month, but *now*.

In the list of accidents during the month of April last, as published in the *Railroad Gazette*, one of the most prominent is that which occurred at Branchville, S. C., on the Southern Railway. The investigation by the State Railway Commission brought out the following facts: The crew had been on the road 40 hours and over 29 hours without a bite to eat. At this time they got something to eat and were then asked if they felt like taking the train through to Charleston, and as they preferred for one reason to get to Charleston to spend Sunday and did not want to hang the train up over Sunday, etc., they concluded to go. About 4:30 A. M. on the second morning after starting out they collided with a passenger train, killing both engine crews and injuring a trainman. On looking at the watch of the engineer of the freight, the conductor saw it was 28 minutes slow, while there was but 10 seconds difference in their time when comparing at 11 P. M. It is quite evident that the engineer's watch stopped

and he wound it mechanically, being too tired to observe the face of it at the time. There were a few cars without air on the tail end, and when the conductor found they were going by their meeting point he attempted to get over ahead to signal the head-end, but was trying to get over a flat loaded with a mixed up lot when the collision came. No one knows whether the hand brakes were set on the tail end, but it is very evident that had the entire train been air braked, there would have been a better chance of stopping the train in time to prevent the collision.

Any comment on the above is unnecessary; the moral is easily applied. Out of 230 other accidents reported, nine were due to misplaced switches, possibly some of them were maliciously misplaced; five were butting and rear-end collisions; the account does not say where the fault lay, with the crews or dispatchers; eight were due wholly to carelessness of the crews, and resulted in the killing and injuring of twenty-five people.

Brothers, cannot we exert our influence toward reducing the collisions and other accidents due to the head end? If long hours is responsible for any of these accidents, let us attack that evil in a systematic manner and thus lessen these accidents that to some extent reflect on our Brotherhood.

Fraternally yours,
J. V. N. CHENEY.

Emergency in Running Position.

HATTIESBURG, MISS., June 7, 1905.

EDITOR JOURNAL: I have a question to ask through our JOURNAL. Will some Brother please tell me what is the cause of my brake working as it does? I am handling freight train on the Mississippi Central Railroad, a train of twenty-three freight cars, air on all cars. The air pump would pump up 70 and 90, the brakes would set every two or three minutes and about every ten minutes they would go in emergency with the engineer's valve in running position or in full release and then brakes would release at once, without any move of the engineer's valve.

A. S. TRIGG, Div. 552.

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JULY, 1905.

Graft.

We have become quite used to the subject of "Graft;" our great cities have been shocked by the number and character of men who have been caught red-handed. Our prisons have a distressing quota of inmates who gravitated from respectable society, bank officials and others who have abused the confidence of the public, and have been convicted of graft, a term which when applied to some poor man spells thief; and, it is not uncommon to hear a more severe sentence pronounced against a poor man for stealing \$60 than is given to the rich one who steals \$6,000,000, and there seems to be more general discussion of modes of procedure and taint of associations by the graft of a labor leader who gets \$10,000, than of the mode of procedure and influence upon society, of a Milwaukee bank president who passes the million mark.

That there are opportunities for labor leaders to graft, there is little question, but, that the proportion who have been charged with it is exceedingly small is very gratifying. That it takes two to make a graft bargain, and that one is a

labor leader we cannot offer as any excuse for the representative of organized labor. What was proven true in New York, and what is now charged in Chicago in this direction, and which directly or indirectly involves labor representatives, is truly distressing, for there is no class of men who are chosen as leaders who are vested with greater confidence, and to abuse it is a crime that goes deeper into moral ethics than statutory law can reach. Evidence is plentiful that some men, whatever their social station, are too weak to resist temptation when confronted with it, and in the interest of good morals and in protection of the reputation of organized labor, the possibility of being tempted to graft by any party who may find it to his interest to feel for the weak leader with a golden bait, should be as far removed as possible.

We realize that there are some classes of labor not yet well Americanized, which some employers are very willing to both use and abuse to break the ranks of labor, where individual leadership is absolutely necessary to protect that class from rapacity and greed; and, incidentally, protect the general wage scale; but there remains a great field of organized labor where personal autonomy within the scope of his obligation to his fellow workman should, in our opinion, always obtain, and when a section or the whole is affected by violations of contract, or abuses that need the application of a cure, the voice of the majority of all affected should decide the course of action. Committeemen, under whatever name they may be designated, are a necessity—their legitimate business, listening to complaints and adjusting them in accordance with a voice of the majority affected as demonstrated by a vote of the whole. Holding close to this method, few unjustified strikes would occur, confidence in the stability of contracts would grow in the public mind, and grafters in organized labor associations would find no buyer to whom they could deliver the goods; hence, no grafting. We have had little to complain of in this direction, while the public has much, but to demon-

strate honesty of purpose, and of an order so high that a grafter could not find a place in organized labor, should be the constant aim of all.

Semi-annual Report.

The Grand Chief has just sent out the report of duties performed by the Grand Officers, in conformity with the action of the Norfolk Convention, and as there have been many inquiries as to how their time is occupied, it is hoped that the report will get a good reading, so that all may know that they are continuously occupied with the work of the order that ramifies a continent. A little study of this report will show how extensive the work is, and how impossible it is to get to every subdivision within any prescribed limit.

Division Addresses.

The Division Addresses will appear in the August number, and we hope all Sub-division officials will see that desired changes are sent in so they will be sure to be at this office as early as the 18th of July, otherwise they will be too late. We desire to have it absolutely correct and hope for the prompt assistance of all concerned.

General Manager Honored.

"Real worth requires no interpreter," and it would seem that all the employees of the B. & O. Railroad from President Murray to the water boy had discovered for themselves the true worth of Mr. Thomas Fitzgerald, recently advanced to the responsible position of general manager. That he is fully qualified for the position and that he has the best wishes of the thousands under his jurisdiction, was abundantly manifest on May 27, 1905, when a banquet was tendered him by several hundred in his native town of Fairmont, W. Va., in which demonstration members had a very large share, they composing 85 per cent. of the Committee of Arrangements, and a like percentage of all the participants who were present from Baltimore, Rockville, Frederick, Reels Mill, Brunswick and

Cumberland, Md.; Washington, D. C.; Wilmington, Del.; Philadelphia, Chambersburg, Connellsville, Johnstown, New Castle, Foxburg, and Pittsburg, Pa.; Manchester, Va.; Harpers Ferry, Fairmont, Grafton, Wheeling, Parkersburg, Farmington, Monongah, Mannington and Glover Gap, W. Va.; Newark, Cleveland, Lorain and St. Clairsville, Ohio; and Garrett, Ind., composed of engineers, firemen, conductors, brakemen, officials and citizens, all bent on doing honor to the man who had climbed the ladder from water boy to general manager.

A special train elaborately decorated with engine No. 1478 in gilt and bronze, with Bro. Hand at the throttle, T. E. Massey at the scoop and T. T. Allen as conductor, was run from Baltimore loaded with officials and employees, and at each division point on the way the employees were out to give the General Manager evidence of their esteem. Of what happened at Fairmont we glean from the *Baltimore American*:

The new General Manager knows more men personally in the service of the road, from the track-walker to the highest official, than a number of the officials combined. To all employees he always has been and always will be known as plain "Tom" Fitzgerald. Starting as a boy carrying water to workmen on a bridge, in 1866, he began making friends, until now the number includes practically everyone in the service of the Baltimore & Ohio system. While he is a strict disciplinarian, he has always believed that the men are entitled to consideration and kindness.

The men all over the system praise President Murray for promoting Mr. Fitzgerald to general manager and rejoice over having such a good and capable man in the position. With this general good feeling, a movement was started some time ago by the employees on the Baltimore Division where Mr. Fitzgerald was formerly superintendent, to tender him a banquet, but this plan was soon swept out of their hands by the men all over the system insisting upon having a part in the celebration and showing the esteem for the man. In order to do this it was necessary to hold the banquet at some central point on the system in order that none of the men would be away from work over 24 hours. Fairmont was thus selected.

Upon the arrival of Mr. Fitzgerald in the town he was received with great affection by the people. With an address of welcome Mayor Kinsey presented Mr. Fitzgerald with a silver key to the city, and the General Manager paid this (his native city) a glowing tribute in responding to the welcome. After thanking the people for the demonstration, Mr. Fitzgerald ended by declaring that

it was "more than any poor Irish boy might expect." Mr. Fitzgerald was heartily applauded throughout his talk.

The committee that had charge of the arrangement of the banquet worked very hard to make it one of the greatest demonstrations of its kind ever known in the history of the road and deserve much credit for their success. This committee consisted of the following:

W. A. Tribby, Baltimore, chairman; T. V. Reynolds, Fairmont, assistant chairman; E. T. Parlett, Baltimore, treasurer; M. V. Prendergast, Fairmont, assistant treasurer, and E. W. Young, Baltimore, secretary. J. F. Dowden, P. J. Collins, J. Everhart, of Washington; N. S. Brooks, W. E. Burwell, W. E. Cavey, J. O. Covell, C. W. Galloway, C. C. Gardner, J. V. Hess, F. V. Hossefross, J. F. Houch, F. P. Kratz, E. C. Johnson, W. T. Lechluder, W. E. Lowes, J. T. Mercer, H. S. Peddicord, M. V. Prendergast and J. J. Tatum, of Baltimore; C. E. Bryan, Parkersburg; T. B. Burgess, Cleveland; E. B. Chambers, Harpers Ferry; P. J. Coughlin, Mt. Airy; W. J. Duffy, Wheeling; J. J. Driscoll, O. H. Hobbs and T. J. Harrigan of Conneville; Howard A. Fleming, A. D. Heffner, J. W. Harrington, John Lemon, Walton Miller, C. H. Orr and R. W. Riggs of Fairmont; D. E. Fisher and T. R. Stewart of Cumberland; C. B. Gorsuch and T. E. Newman of Pittsburg; J. M. Garbey, Newark, Ohio; E. A. Peck, New Castle, Pa.; O. J. Kelly and L. J. Willmoth of Grafton; R. M. Sheats, Foxburg, W. Va.; W. Sinnott and George W. Sturmer of Philadelphia; J. E. Spurrier, Winchester, Va.; Z. T. Bratner, W. E. Evans and M. W. Phelan of Brunswick.

There were over 400 people seated at the tables, including Prea. Oscar G. Murray, Gov. Edwin Warfield of Maryland; Gov. W. M. O. Dawson of West Virginia; ex-Gov. A. B. Fleming of West Virginia; First Vice-President George F. Randolph, Second Vice-President Hugh L. Bond, Jr., Third Vice-President George L. Potter, Fourth Vice-President J. V. McNeal, Assistant to the President Geo. M. Shriver, General Superintendent of Transportation Arthur Hale, Chief Engineer D. D. Carothers, General Superintendent of Motive Power J. E. Muhlfield and others.

The menu was handsomely gotten up and bound in leather, with an oil painting of the Capitol at Washington, and the words, "Banquet to Mr. Thomas Fitzgerald by the Employees of the B. & O. R. R., May 27, 1905," in gold on the front. On the first page was an excellent picture of Mr. Fitzgerald, and down in the corner was another picture of a little barefoot boy, walking along the railroad track carrying a bucket of water, intended to represent Mr. Fitzgerald when he started railroading. The next page contained pictures of the President, Assistant to the President and four Vice-Presidents of the road.

On the page with the menu was a picture of a signal post, showing the signals in position, indicating that the track was clear. The coat-of-arms of Maryland appeared on the next page, with the list of toasts. On other pages appeared the coat-of-arms of West Virginia and of the United States.

K. D. Walker was toastmaster, and the list of toasts was as follows:

"Welcome to Fairmont," Hon. A. B. Fleming.

"Railroads and the Development of Our State," Hon. W. M. O. Dawson, Governor of West Virginia.

"Why We Are Here," W. A. Tribby.

"The Lad We Knew; The Man That Is," Rev. Isaac A. Barnes of Pittsburg, Pa.

"As We Knew Him in Newark," Mr. Dennis Kearney, Newark, O.

"Maryland and the B. & O.," Hon. Edwin Warfield, Governor of Maryland.

"Possibilities in Railroad Service," Judge W. S. Haymond of Fairmont, W. Va.

"Railroads and Their Relation to Journalism," O. S. McKinney.

Presentation of Resolutions, F. V. Hossefross, C. W. Galloway, G. W. Sturmer.

Response, Mr. Fitzgerald.

The menu was as follows:

Little Neck Clams.		
Green Turtle, clear.	Young Radishes.	
Salted Nuts.	Olives.	Soft Shell Crabs.
Tomatoes, French Dressing.		
Fried Spring Chicken, Cream Gravy.		
Fresh Asparagus. New Potatoes.		
Roman Punch.		
Roast Squab.	Currant Jelly.	
Smithfield Ham.	Lettuce.	
Strawberry Ice Cream.	Assorted Cake.	
Roquefort Cheese.	Toasted Crackers.	
Cafe Noir.	Cocktails.	Haut Sauterne.
Moet & Chandon.	White Seal.	
Cigarettes.	Pony Brandy.	Cigars.

Hon. A. B. Fleming welcomed the guests to the city.

Governor Dawson, of West Virginia, who was to respond to the first toast, said that there was one better qualified than he, and suggested Judge Goff, who at the time of the receivership of the B. & O. had appointed Oscar G. Murray as receiver, and said that he was proud that he had done so. He paid elegant tribute to the men of the cab, the scoop, the punch and the brake beam, and said if it had not been for the faithful service of these, the receiver and his assistants could not have been successful.

Bro. W. A. Tribby, of Division 97, in response to "Why we are here," feelingly expressed the affection of the employees for the new General Manager and told of Mr. Fitzgerald's solicitude for their welfare.

Rev. I. A. Barnes in answer to the toast "The Lad we Knew—The Man That Is," asked the assembly to forget their titles while he went back to the days of boyhood. He then told of some incidents in Tom's youth which brought roars of laughter and applause.

In answer to the toast, "Maryland and the B. O.," Governor Warfield said in part:

"Fifty-two years ago the first engine drawing a train of cars from Baltimore climbed the Alleghany Mountains, passed through this then hamlet to Wheeling, thus connecting with a chain of iron the waters of the Chesapeake with those of the Ohio River.

"That event was celebrated by a marked demonstration and banquet given by the people of Wheeling, which was attended by the Governors of Maryland and Virginia, the officials and legislators of each state, the municipal officers of Baltimore and the stockholders of the company. It is inspiring to read the speeches delivered on that occasion. They were hopeful and optimistic. Governor Lowe, the brilliant chief executive of Maryland, was especially prophetic in his allusions to Baltimore, and pictured her as she is today, with her progressive spirit alert and her pride aroused. He said that Baltimore could then say to New York and Philadelphia: 'I am prepared for the race. Beat me if you can. A new life is infused into and a new era has commenced for Baltimore City. She now stretches out one arm to the Ohio and shakes hands with Wheeling, and she will soon stretch the other through Pennsylvania and offer a friendly grasp to the Lakes. She will become the seaboard terminus to a vast network of railways. Who can measure her destiny?'

"How truly have those predictions come to pass, and how applicable today are they to our Greater Baltimore! This, the most remarkable gathering of railroad men assembled for many years, illustrates the fraternal feeling existing between the rank and file and their superior officers and the loyalty of the men to the management of this great railroad system. The man we have assembled around this festive board to honor was, by a strange coincidence, born on the very day (January 1, 1853) that the first train over the road, to which I referred at the beginning of my remarks, made the trip through to Wheeling. He has grown up with this great corporation, and has seen the consummation predicted by Maryland's Governor on the 12th day of January, 1853. His career has been a remarkable one, full of inspiration and example for the youth of the land. During his 39 years of service, all of which has been in the employ of the Baltimore & Ohio Railroad Company, he has seen marvelous developments in railway construction and in the mechanical devices and appliances by which transportation is effected. He has, by demonstration of his ability and by faithful, hard work, risen from a water boy to the responsible post of General Manager of this great system, embracing today 4,409 miles, as compared with 379 miles completed 53 years ago.

"Mr. Fitzgerald has served under seven presidents of the company, and he has suffered the mortification of having juniors and strangers advanced over him. But, true to his manly character, he bided his time, well knowing that when he should have a chief who recognized faithful services, fitness and ability, he would receive his reward. That time came when Oscar G. Murray was placed at the helm. His policy is one that appeals to the manhood, the brotherhood of the men serving this

great corporation. Length of service, merit, efficiency count much with him when promotions are to be made.

"As the completion of the railroad to Wheeling marked a new era for Baltimore and the West, so the administration of President Murray marks a new era in the history of the Baltimore & Ohio Railroad. He will stand out as one of its great presidents. No act of his has better shown his true discernment of what is best for his company than your promotion, Mr. Fitzgerald, to the post you now hold. You have won your spurs and earned the recognition you have received.

"This should be a proud day for you, sir. I have never witnessed a more touching tribute to a man by his fellow-workers. The sweetest memories of life are those connected with our youth. How doubly dear, then, must be this occasion, when you are surrounded by your business associates and brought face to face with the friends of your boyhood. We join in honoring you in this hour of your greatest success.

"Governor Lowe, in 1853, carried to the people of Wheeling and the West greetings from the people of Maryland, and I, 53 years afterwards, come to bring congratulations and good wishes from the same people to the man who has helped in the development of the great railroad system which has contributed so much to the welfare of our state.

"Maryland is keenly interested in the growth and stability of this corporation, and stands ready to encourage the men who are working out its future. She has the honor of having been the first state in the Union to incorporate a company for the construction of a railroad, and the first state to contribute of the public resources for the building of a railroad system. The history of the Baltimore & Ohio Railroad reads like a romance, and its growth during your connection with it, Mr. Fitzgerald, has been marvelous.

The Governor referred particularly to the character of the employees of the Baltimore & Ohio Railroad, and spoke of the manly appearance of those who participated in the banquet. He also mentioned with pride the young men from his own county who had become identified with the operations of the road as engineers and in the mechanical and physical departments of the same, and referred especially to the Caveys, five of whom are now employed as engineers in the service of the company. Three of these young men were appointed upon Governor Warfield's recommendation, and are brothers. William E. Cavey, who entered the service of the company 19 years ago as a foreman, was promoted to engineer, and finally to the position he now holds, that of road foreman of engines. His two brothers—Charles W. and James S. Cavey—have been in the service 17 and 9 years, respectively. This Cavey family, of Howard county, Maryland, has furnished a large number of employees in the various departments of the Baltimore & Ohio Railroad Company. It is a family which has adopted railroading as its vocation in life, and the sons have taken up the work of their fathers.

The Governor also mentioned the Peddicord

family and the Hobbs family, both of which have furnished valuable employees to the Baltimore & Ohio service.

The Governor was glad to see that the employees generally, especially the engineers, were such a high class of men, and that their sons were following in their fathers' footsteps, taking up their occupations with fidelity and pride. The Governor spoke also of the great responsibility of a locomotive engineer, how it required nerve and quick perception and manly qualities to make a successful and efficient engineer.

Referring again to Mr. Fitzgerald, he paid a tribute to his wife, and said his success was largely due to her, saying that a man without a wife was not worth much, and closed his remarks by calling on President Murray.

President Murray was cheered as soon as he was on his feet. The first thing he said was that the Governor of Maryland had not been overly polite in saying that a man without a wife is not worth much, as he was a bachelor. Whereupon the Governor arose and said, "Present company is always excepted." The little incident created much laughter. He said that he was glad to be one of the company of men who gathered to do honor to Tom Fitzgerald. He closed by making the statement often heard and made more pointed by the promotion of Mr. Fitzgerald: "The Baltimore & Ohio is for Baltimore & Ohio men."

Judge W. S. Haymond delivered an eloquent address on the possibilities in railroad service, and closed by saying that through faithful work the success of Mr. Fitzgerald was possible for others.

A committee, consisting of Engineer W. A. Tribby, Supt. C. W. Galloway, Master Mechanic A. T. Prendergast, General Foreman Z. T. Brantner, General Foreman J. J. Tatum, Road Foreman of Engines W. E. Cavey, Supervisor P. J. Coughlin, Engineer G. W. Sturmer, Conductor A. Willson, Fireman C. W. Riding, Chief Clerks C. C. Gardner and J. P. Hess, drafted the following resolutions to Mr. Fitzgerald.

G. W. Sturmer presented the resolutions adopted by the above committee. He paid an eloquent tribute to the General Manager and the road. The resolutions were in a magnificently bound volume and were read aloud:

"Whereas, The merits of our former esteemed superintendent of the main line system of the Baltimore & Ohio Railroad, Thomas Fitzgerald, having been recognized by our worthy President, Oscar G. Murray, by his selection as General Manager of the Baltimore & Ohio Railroad; therefore be it

"Resolved, That we, the undersigned committee, representing the various departments of the Baltimore & Ohio, do hereby express our appreciation of this appointment on the part of our president in advancing one from the ranks to the most exalted position within his gift; be it therefore further

"Resolved, That we, as representatives of all departments in meeting assembled, do hereby pledge our continued loyalty and fidelity to our esteemed General Manager, Thomas Fitzgerald,

and his administration, and as a further testimonial of our regard we unite in presenting these resolutions at Fairmont, W. Va., his birthplace, where he first entered the service of the Baltimore & Ohio Railroad Company.

"These resolutions shall ever stand as a proof of our high esteem and affection for Thomas Fitzgerald for his fair and impartial treatment to all employees, who will ever strive to retain the same relations and confidence in the future as in the past."

Mr. Fitzgerald then responded, and said that he did not take the credit of his success as due only to his own ability, but that he owed it to the men. He said that the best and most faithful employees of any railroad or any other corporation were found in the service of the Baltimore & Ohio. The reception and banquet and the trip back to this city were the happiest moments of his life. Again thanking the citizens of Fairmont and the railroad men for the reception and consequent pleasure and happiness resulting from it, Mr. Fitzgerald took his seat.

Cheers were then given for all the officials, and the guests then filed by the banquet table and shook Mr. Fitzgerald by the hand. It was in the wee sma' hours that the guests departed.

The employees and the committee that represented them may well feel proud of the success of the banquet and tribute to Tom as they delight in calling him. May that fellowship expressed in the endearing term of Tom never change, and that duties well performed may always tend to further develop peace and good will on the B. & O.

EDITOR.

Sunbury, Pa., Union Meeting.

The twenty-first anniversary of Div. No. 250, B. of L. E., Sunbury, Pa., was celebrated on Wednesday and Thursday, May 17 and 18, which resulted in a very successful secret meeting, public meeting and a banquet and ball. Of these proceedings we glean the following from the *Sunbury Item*:

The Thursday afternoon session in the Court House filled the capacious auditorium, and though the program lasted four hours it was of such great interest to those present that but few left until its close.

The proceedings were opened with the entrance of Superintendent Lincoln, Mr. Mengley Potts, and other railroad notables, who were given a hearty greeting. Bro. P. J. Hays, of Pottsville, as Master of Ceremonies, made a lively speech and announced the program, a feature of which was a number of inspiring selections by Gaskin's popular orchestra. The Grand Secretary of the R. R. Y. M. C. A. invoked the throne of grace, after

which Col. C. M. Clement was announced as the principal speaker of the occasion, and his appearance elicited the heartiest applause.

Mr. Clement spoke in part as follows :

"Ladies and Gentlemen : I shall leave to others all words of praise for the great work done by the Brotherhood of Locomotive Engineers in this community for the uplifting of manhood and the dignifying of labor, and proceed to discuss with you the great part which, in my judgment, is to be played by your order and kindred bodies, in the social development of this country.

"In the intelligent consideration of the question it is of first importance that we fully recognize and accept certain fundamental, historic and sociological truths. The principles of Anglo-Saxon growth have always been equality of opportunity and a stern and fierce protest against every form of paternalism and State absolutism, whether of one or many. The right of the individual, rather than of the class, has always been the mainspring of English progress. Hence it is we have moved so rapidly and attained so great a development in so short time, as compared with the centuries required in the growth of other races.

"We have developed a rivalry which extends to the very recesses of our private life. How to obtain success, how to avoid failure is the question that underlies all this determined strife of vigorous men and more equal conditions of life. While the barriers of all old-time distinctions have been broken through, the pulses have not slackened, rather rivalry is keener, stress severe, the race swifter than ever before. We have humanized conditions, but we cannot alter them and the condition of racial life is that we must struggle for individual advancement, for if we stop we perish. It is not selfishness that impels this activity, it is rather the extreme sensitiveness of the human mind to stimulus from altruistic motives; with apparent contradiction, the more we strive to elevate ourselves and advance our own concerns, the more responsibility we feel to each other; this is the key to our times, the explanation of all the political and social movement of the age. Stirred by ambition, every man is striving earnestly to better his own condition, politically, financially, socially, impelled by altruistic feelings he likely cannot explain; because they are supernatural and from without, he wants to help those around him. If we have fought the fight of equality of political opportunity its victories are now complete, social enfranchisement will occupy the next period in civilization and equality of educational and social opportunity is the pressing duty of the hour. We have broken down every other distinction and class barrier, these are still less defensible and must be outgrown, but in doing so we must not lose sight of the philosophic truth, that the process of evolution and selection, in other words, rivalry to outdo and outstrip, must go on and we must reject all platforms of social economy, based on any form of paternalism, State ownership or repression of output, which would check enlightened and progressive rivalry.

"It is our duty then to accomplish the shortening of the hours of labor, that man may be better educated, to increase the basis of wages, that man may be healthier and happier; how best to do this is the problem of the hour. In my opinion your society is destined to play a great part in this work. Largely and chiefly through the wise counsel and strong leadership of P. M. Arthur, this Brotherhood has shunned all false social economy and stands for sturdy, honest Anglo-Saxon principles.

"First and foremost in your platform has always been the strengthening of individual character, the advancement of personal morality and civil righteousness. Under his leadership you entered into the rivalry and struggle of the age, determined to advance yourselves in every way, standing up for and defending your rights at all times, and yet always recognizing and conceding the just rights of others, you have succeeded to a wonderful degree in uplifting yourselves and in acquiring for you and yours higher and better social opportunities than ever were accorded to any set of working people in any age of the world.

"We are told the conflict of the age is between capital and labor, between corporations and the public.

"The great difficulty about the wage question to my mind has always been this: Both the seller of labor and the buyer of it, have always looked upon wages as all earnings, hence the constant effort of capital to absorb all the surplus value of labor and to cut down wages.

"If both, labor and capital so called, can be brought to realize that some proportion of that which is paid to labor stands for the exhaustion of principle, for the wear and tear of the machinery of the man, and that the actual earnings are only the excess over that sum, then I think both capital and labor will have a better understanding of the true ground upon which rests the claim of labor to more liberal compensation.

"No thinking man will deny that every business must make good its depreciation, its wear and tear, before it has any profit. Precisely so it is with labor: its capital is the bone and sinew of the man, the muscle and fibre, the energy and brain power, which day by day are being worn out and consumed in daily toil, eventually to perish in the using as an old locomotive goes on the scrap heap. We all realize enough must be saved to buy the new locomotive; what we must learn is that labor must save enough to make good this worn-out life and exhausted earning power, and that until this is done, labor has not earned its dividend, so to speak.

"What then is this capital of the laboring man; how shall it be preserved and replaced; on what should labor earn its dividend, its interest coupon so to speak? Like other capital it varies; there are large and small men, just as there are large and small business enterprises. Can one rule apply to both things? I think to a large degree it can. When it comes to moneyed capital, we measure its dividend by percentage, and custom has fixed five per cent. as a fair return upon money en-

gaged in business. Why should it not represent the fair return on labor engaged in business? If we can only realize that it does, then the battle for better wages is fought out.

"Let me explain my point. We hear it said that a man cannot live on less than a dollar a day, therefore that stands for the cheapest form of wages. Now I don't believe any man can live on so small a sum, he only hangs on because he can't afford to die, but it will serve the purpose of my argument. If a bare living can be had for a dollar a day, then such a living costs \$350 a year, this at five per cent. is the interest on \$7,000, and that is the capital represented by the muscle and skill of the man. It wears out like any other machine, and if his heirs are to inherit his estate, as they would inherit if it were bonds, it must be made good and replaced, not with a new man, because it is impossible, but by accumulating a saving which will equal that amount in course of a lifetime. The insurance people tell us a young man of twenty may reasonably count on forty years of a working life. In these forty years then he must save up \$7,000, that those who come after him, to say nothing of himself in old age, may enjoy the fruits of his labor. Now, roughly speaking, it will take fifty cents a day to do this. Therefore, if a man live on a dollar a day, he must get a dollar and a half or he'll go on the scrap heap worn out and not replaced. As this rule will apply to any rate of wages, a man must set aside one-third of his wages as the exhaustion of his principle or he is squandering his estate, consequently the basis of the lowest wage must be \$1.50 and not \$1.00 per day. This is the due capital owes to labor; there is no surplus of wages until a man gets enough to live and enough to save, so that when he quits work the interest on his savings equals the reasonable cost of living.

"This is the gospel we must preach. If a man can live and keep his little family on \$2 a day, then he should get \$3 a day in order that he may accumulate a capital to stand for and make up for his exhausted powers. By the same rule he must learn to so economize, that he does save his third.

"My proposition is, therefore, that one-third of a man's wages stands for the wear and tear of the human machine and two-thirds is the dividend. Convince the world of this and it will compel a just return for a fair day's work and that equality of opportunity for which we must contend, will give to every man a living plus a chance to save a moneyed capital equal to his brain and muscle capital, which thus is shown to have a fixed value. Labor is not just to itself because it does not recognize this truth, but looks on the human system as self-oiling and indestructible.

"You have secured for yourself equality of social opportunity with every man—you have always striven to advance and so to live as to dignify your chosen profession. In the economic struggle of this Twentieth Century, you can do much to bring to others this equality of social opportunity, which is as certainly the problem of this age as that equality of political opportunity was of the last century. Strength that comes of unity of purpose

and harmony of counsel, free from those conflicts which seem to be marking the ordinary forms of corporation capital, not torn asunder by personal rivalry and jealousy, you are taking up the work of this age in a high patriotic spirit.

"You will, I feel sure, wield these vast powers for the good of mankind—you will continue to be the example to every form of labor—you teach the benefits of organization and you show the basis of its successful accomplishment. Keep ever before you this great power, for which you stand—continue to uplift and dignify labor and in a short time you will teach the world there is no barrier between labor and capital, and in this free land each has an equal chance for success. This equal chance, the square deal as the President calls it, is that all must work for. We must not prey on the rich, nor the rich prey on us, but we must join forces for the good of our land and the expansion and maintenance of American liberties. Separate the one from the other and all must fall together; harmonize and humanize their interests and they will not conflict. You have stood for all these things, stand on, and thousands will come to help you."

Following Colonel Clement's address, Miss Clara Wheeler and Mrs. Haas sang a pleasing duet. Rev. O. G. Morton was the next speaker, and in an interesting address reviewed, eulogistically, the organization of the Engineers' Brotherhood, and enlarged on their commendable basic principles—Sobriety, Truth, Justice, Morality.

Mrs. Wilson, Grand Secretary of the Ladies' Auxiliary to the Brotherhood, in a brief and entertaining discourse, gave a history of the auxiliary organization and the splendid work of the insurance feature.

"Hail to the Chief" announced the next speaker, Grand Chief W. S. Stone, the young brilliant successor to the aged and departed Chief Arthur. The ovation the Chief received as he arose to speak showed the esteem in which he was held by the local organization. He had to speak but a moment until he had won the hearts of the large audience. A synopsis of what he said was about as follows:

"I am a man of the West and glad to greet you Brothers and Sisters of the East. In the East you ask of a man what is his family history, what his social lineage, what his descent. In the West we care and ask not whence he came. Little curiosity have we as to what stock he sprang from. But is he a man? And has he pure red blood in his veins? If so, he is one with us socially and on a level with the rest of us. I have been asked many times since in Sunbury where were you born, and I answer now to all, in the Great West on a farm, February 1, 1860, and during all my mature life I have railroaded, 5 years as fireman, 19 years as engineer, and most of the time freight engineer, and all my life on one division, running through the farm I was born on. But two years ago I left the engineer's cab." He referred to the dignity of labor and the principles that organized labor stands for, and said the B. of L. E. does not believe in forcing any man to join the order against his will, as such

a man is not likely to be a good member. Nor does the organization interfere with a man's creed or his politics. He then discussed the eight-hour day, and said we often work 16 hours or more, and something will have to be done to modify these conditions in the interest of both safety and humanity.

"We believe in arbitration, but when capital refuses to arbitrate then we must quit, or in other words strike, but not until every other expedient fails. Then must come peace with honor." To the younger members of the Brotherhood he said: "Aim to succeed and remember luck is but another name for pluck." On the drink question he did not think the officers of any road should employ a man that gets drunk on or off duty. (Great applause.)

Superintendent Lincoln and Third Grade Engineer Deloss Everett briefly and pleasantly addressed the Brotherhood, their remarks which were more in the form of appropriate anecdotes being greatly appreciated.

Miss Beattie Morgan then sweetly sang a solo, and Miss Lulu Bowen, daughter of Representative Bowen, proved herself to be a reader of more than ordinary ability, her selection being full of humor and admirably rendered. Chief R. F. Krohn followed in an entertaining style with a brief history of local Division 250. Hon. B. F. Bowersox followed with one of his eloquent oratorical efforts, in which he paid a glowing tribute to the Brotherhood, every word of which was as true as it was eloquently delivered. A very touching song, "The Man Behind the Throttle," was charmingly sung by eight-year-old Miss Pearl Wolfe, of Sunbury, and twelve-year-old Miss Graer of Newberry.

The speaking was closed by Mr. H. Wilson, of Division 90, with an able analysis of the principles of the order, and touchingly referred to the noble life of Brother Conser, lately departed, who was a member of the Committee of Arrangements, but was now enjoying the banquet of Heaven. After singing "God be With You Till We Meet Again," the meeting was dismissed with benediction by Rev. Morton.

At the evening banquet Armory Hall was most beautifully and artistically decorated for the occasion. An engine, cab and tender, in miniature, hung on the end wall, lighted with green light signal in front, indicating that another banquet section would follow. Above it Old Glory hung draped, and in large electrically lit letters "Welcome" greeted the coming guests. The sides and ceiling of the hall were luminous with electric lights and Japanese lanterns. Evergreen wreaths beautifully contributed to the decoration of the large room. Large electric letters announced the "21st Anniversary of the B. of L. E., 1884-1905." Linen covered tables extending the entire length of the hall were burdened with the choicest things to eat. Flowers in profusion were a delight to the eye, and fruits, foreign and domestic, were abundant. There was everything requisite to feast the 500 happy engineers, their families and friends. As an improvement on roast pig, and more in season, a "fatted calf" was stuffed and barbecued, and was a unique

but reliable feature of the feast. After keen appetites were satisfied by a most abundant menu the tables were cleared and the grand march began to the exhilarating music of Gaskins' orchestra. Grand Chief Stone and lady, and Third Grade Engineer Everett and lady, in full dress, led the march, and then the happy assemblage danced until approaching morning gave notice to disperse. This was indeed a happy climax to one of the greatest days that the local Brotherhood have ever had, and too much praise cannot be accorded to Sunbury Division 250, for the splendid manner in which this anniversary of their noble order was celebrated. Long may they serve with their usual courage and fidelity their employing companies and the traveling public. Long may they live and prosper.

A SIDE TRIP AT SUNBURY, PA.

The writer and Grand Chief, Bro. Warren S. Stone, left Cleveland Tuesday to attend the celebration of Div. 250. We arrived in Sunbury the next morning at 9:30 and were most cordially greeted at the depot by the committee who escorted us to the city hotel.

After dinner we were invited to take this famous "side trip." We soon found ourselves seated in a splendid two-horse carriage and we were politely informed by the committee in charge that Brother Stone and I were selected as victims for the rest of the day, to be placed at the mercy of the following crew, who were to conduct this adventure, namely, Bro. George Washington Abraham Lincoln Campbell, engineer; Bro. Reuben T. Krohn, conductor; Bro. P. J. Hays, brakeman, and Bro. Henry Longacker as flagman. At a given signal the engineer drew the throttle of his double-header and we were off to take a view of this historic city, which is so grandly situated at the confluence of the North and West branches of the beautiful and majestic Susquehanna. Here this splendid inland town of the old Keystone State with a history dating back to the days of 1776, sits enthroned like a queen on the eastern bank of this river, whose rippling dancing waters, clear as crystal, which flash like diamonds in the morning sun, flow out from her very feet, until they are lost among the wavelets of the ever memorable Chesapeake Bay, whose waters surge along the coast of Maryland, one hundred and thirty (130) miles away. After driving through the principal streets and viewing its prominent buildings, and its various industries, our conductor and engineer concluded they would show the Grand Chief and your humble servant some of the surrounding country that occupies so conspicuous a place in the commonwealth of Pennsylvania. Bidding the town farewell for a short time, our double-header was turned in the direction

of what is known as Gowell's Hill, and it was not long until we found ourselves ascending its steep and rugged sides, whose wagon trail, only wide enough for one vehicle, wound its serpentine way in and out and around the seemingly dangerous edge of this place until we finally reached its summit, about a thousand feet above the rippling waters of the Susquehanna. To describe the real genuine fun and pleasure we had in making this ascent would fill a volume. We simply made the very side of the old hill rejoice in response to the stories and jokes that were told and between our conductor, Bro. R. T. Krohn, and the writer it is yet a question as to who came out ahead, although our party thought the honors were about even. The Grand Chief admonished the contestants and told them to behave, yet the rivalry went on as long as the thread of a single story remained. Sometimes the brakeman or flagman would chip in with a yarn, but they were completely lost amid the grape and canister of side-splitting stories that came from the batteries of the contesting forces.

The view from the top of this miniature mountain must be seen to be appreciated. From this point you can look into three different counties. Looking west you see the county of Snyder whose eastern boundary line is marked by the western bank of the Susquehanna, and then far away to the west beyond the hills of Snyder along the sky line you see the dim outlines of Union and then Northumberland in which you are standing. One interesting feature connected with this affair was that at about three-fourths of the way up the hillside, something like seven hundred (700) feet above the valley below, perched as it were in mid-air, is the home of Jakey Arnold, a switch tender in the Northern Central Yard. Like the eagle he has his nest built as it were on the mountain crest, but why he chooses such a lonely spot is a puzzle, yet he seems to enjoy this isolated place. We had the pleasure of an introduction to this unique character, who is a member of the Trainmen's Brotherhood, but he enjoys the distinction of living on one of the most beautiful spots in America. From here you have an unobstructed view of the country for miles around you. Here is a spot that would charm the heart of the poet, the historian or the painter. Here the poet could bring into play his wildest imaginations on poetical lines of mountains, valleys, rivers, hills and dales. Here the historian could write the history of the enchanted view. Here the painter would find a scene which the most gifted artist would find worthy of his best efforts to portray. From here

you see the West branch of the Susquehanna stretching like a silver thread far to the westward until lost to view, amid the unparalleled scenery through which it flows. Looking to your right you see the North branch coming as it were from its mountain home and joining its waters with that of the West branch, form the main stream of the Susquehanna; yonder in the distance you see the old town of Northumberland, situated immediately at the junction of these two branches, a town around which cluster many historical reminiscences of the early struggles of the pioneers who opened this country to civilization when the Indians roamed this beautiful valley, but time will not permit us to linger at this enchanted spot, so we enter our carriage, and soon find ourselves on the crest of the hill, from where we behold another of nature's magnificent scenes. With his finger pointing eastward, our conductor says, "This is Irish Valley;" then looking north he said, "Yonder you can see the dim outlines of the town of Shamokin forty (40) miles away." The writer will never forget this inspiring scene, with the bright blue heavens above, the beautiful valley stretching far away northward, and its green hillsides, quaint old farm houses, with here and there a sparkling rivulet, cattle grazing in the fields, and in the distance the farmer with his team, wending his way along the road to his country home. Here is a spot where the true lover of nature can drink to his heart's content the full glory of the woods, the meadows, the nook and dale, the babbling brook, the song of the bird, and everything that goes to make old Dame Nature a veritable paradise on earth, so beautifully described by Alice May Douglas in the following verse:

Nature I love with all her charms,
Her beauty rich and rare;
I love her clouds of matchless light,
I love her blossoms fair.
But more I love the God who hath
Painted her every scene
And granted to her sky its blue
And to the fields its green.

But the day is waning and the sun is sinking adown the western sky, and with a parting glance we bid adieu to this magnificent panorama and began our descent into the valley below. Fortunately, our engineer knew how to handle the brake in order to steady his doubleheader, for some parts of the road were so steep that if he had used poor judgment we might have landed in the valley ahead of schedule time. As it was we reached the valley in safety; but right here began a squabble between the engineer and conductor, for neither one seemed to know the road back to Sunbury. One said,

"This is the way," while the other said, "You don't know what you're talking about; don't you suppose I know the road home?" Sometimes we were in a quandary as to what would become of the passengers, for the engineer and conductor could not settle on which was the main track to Sunbury. One laughable incident occurred in this connection. Our engineer, by the way, is a bachelor, and he stopped our carriage to ask a country maiden which was the way to Sunbury, and being a bachelor he became embarrassed and instead of saying Sunbury, he asked her which was the way to the Poorhouse. Of course this was one of the jokes of the trip, and he had to stand it, but in due time we turned our double-header into a road leading to the west, and in a short time we beheld the silvery waters of the North branch of the Susquehanna, and to our left were seen the suburbs of Sunbury, where a few moments later we drew our double-header up at the hotel where we started.

Thus ended our never-to-be-forgotten side trip, but the Grand Chief said, they were the most unruly set of passengers he ever traveled with.

D. EVERETT.

St. Paul Union Meeting.

A Union Meeting of the locomotive engineers employed on the Chicago, St. Paul, Minneapolis & Omaha Railway, representing the membership of Divisions 82, 241, 369, and 516, B. of L. E., was held in St. Paul, at K. of P. Hall, Sunday, May 28, 1905, at 1:30 p. m. Invitations were sent to our General Manager, A. W. Trenholm; General Superintendent, S. G. Strickland; Superintendent M. P. and M. John J. Ellis, Division Superintendents Kennedy, Slaker and Nicoles, Assistant Superintendents Nash and O'Neil, Train Master Deagle, Assistant Superintendents M. P. and M. Moore, Turner and Marshal, and Division M. M. Wright, Enockson, Bruggeman, Collinson and Naylor, all of whom were present, also representatives of the O. R. C., B. of L. F., B. of R. T. and O. R. T.

The meeting was called to order by Bro. Hall, Chairman G. C. of A., stating the meeting was for the purpose of discussing questions of mutual interest to all; to promote harmony and good fellowship and create a closer relationship between the officers of railway companies and employees. He called attention to the good that had resulted from previous union meetings between the engineers and officers of railway companies, "this being the fifth meeting of this kind," and in the opinion of the Brothers of the B. of L. E., further good would result by extending an

invitation to members of the other railway organizations. He then introduced our General Manager, who prefaced his remarks by stating he had attended several union meetings previous to this with the engineers, and had met so many of them that he felt perfectly at home, in fact, was a full-fledged member, and was very grateful to them for affording him the opportunity to meet with them. He then took up the question of "Mutual Interests," discussing it at great length, endeavoring to show that the officials' interests and the employees' interests in many ways were mutual, and the successful railway manager should have the confidence and respect of the men, and it was his desire to work in harmony with all. If in any way he could improve the service, or existing conditions, he desired to do so, and urged all present to speak out and let him know in what way he could be of service to them. That his remarks were well received and approved by all was manifested by hearty applause when he concluded.

After short remarks from many present on the question of "Mutual Interests," Mr. Trenholm stated he desired to say a few words to the firemen present. He urged them to work in harmony with the engineers, pointing out to them the necessity for so doing; explaining the relationship that should exist between them. The engineer should and must be in full control of the engine. He stated he was afraid the question of competency was being lost sight of. Seniority on the list and opportunities for posting up to pass the necessary examination for promotion, seemed to be the paramount question, or all that was necessary. This did not meet with his approval, and he urged them to remember their interests and the engineers' were mutual. The fireman of today would be the engineer of tomorrow.

In conclusion he called their attention to the question of committee representation, alluding to the firemen's desire to have members of their organization represent the fireman after being promoted, and stated that the only committee recognized as the representative of the engineers was the engineers' committee of the B. of L. E. At the conclusion of Mr. Trenholm's remarks, which were quite lengthy, General Superintendent Strickland was introduced, and took for his subject "The Standard Rules and Regulation for Employees," and urged on all the necessity of a strict compliance with the same, and not allow themselves to lose interest, but keep posted up and maintain their past record for excellence.

Our Superintendent of M. P. & M., Mr. Ellis, gave a very interesting talk on the care of engines and equipment. His re-

marks showed he had given the question a great deal of consideration and were well received. He thanked the engineers for their efforts in the past, assuring them of his hearty approval of the record made. His remarks to the younger engineers were especially kind and encouraging.

After remarks on various topics from the Division Superintendent and Brothers Fitzgerald, Sharpless, Hammer and Buxton, members of the G. C. of A., Bro. Doolittle, of Division 82, was called on by the Chair and gave us one of the most pleasing and interesting talks of the meeting.

In response to a call for something from the firemen, Mr. McDonald responded and gave us an exchange of ideas in a very able and pleasing manner, and was heartily applauded.

A vote of thanks was returned to officers of the railway company for special train and other courtesies extended, and at 7:20 p. m. the meeting adjourned, every one pleased and satisfied that meetings of this kind were thoroughly enjoyable and would result in accomplishing much good.

Thanks are due Bro. J. F. Collins, Chief Engineer of Division 369, and other members of the Division who acted as a Committee of Arrangements. Nothing was lacking to make the meeting a successful one. In point of attendance and enthusiasm it was a record breaker.

ONE WHO IS PLEASED.

LINKS.

TUSCARAWAS DIV. 255, Brotherhood of Locomotive Engineers, Dennison, O., will celebrate the 21st anniversary of their organization on Tuesday, July 11, 1905. Grand Chief Engineer Bro. W. S. Stone, and Bro. W. E. Futch, President of the Insurance, will be present and will address the meeting. A cordial invitation is extended to the Brothers of all neighboring Divisions to come and help us celebrate this occasion, and meet our Grand Officers, and we earnestly request that any Brother who has ever run an engine on the "Pan Handle" Railroad since 1870 will endeavor to be present, especially those who are now employed on the Nickel Plate Railroad. Come and be assured of a hearty welcome and renew old friendships.

Division 291, Ladies' Auxiliary to the B. of L. E., Dennison, O., will join with us and assist in making this occasion both pleasing and interesting. Mrs. W. A. Murdock, Grand President, and other Grand Lodge officers are expected to be present.

A secret meeting of Division 255 will be held in their Division room at 1 o'clock

P. M., at which all members are most earnestly requested to attend.

Division 291, Ladies' Auxiliary, will hold a secret meeting in their Division room at 1 o'clock P. M., also, at which all members of the Ladies' Auxiliary are requested to be present.

A public meeting will be held in the Dennison Opera House at 7:30 P. M., at which a program will be rendered, consisting of music, recitations and addresses by our Grand Officers and prominent men in business and railway circles.

The following committees ought to insure both success and a good social time. They are, viz:

Committee of Arrangements—J. C. McGuire, Edward Englehard, M. T. Brown, W. A. Gloyd, James Reidy, Chas. W. McCollough, Wm. T. Pickard, David Richey.

Reception Committee—Thos. W. Burke, chairman; P. C. Hartigan, John Carmody, James A. Nelson, William Killilea, Thos. Kane, J. C. McGuire, I. S. Bell, John C. Englehard, Eli Millison, Wm. Bell, D. C. Mahon, Sam Brown, W. H. Stump, D. C. Jobe, Joshua Griffith, Matt Cahaney, Thos. Caniff, Mile Gildau, Ellwood Moore, Thomas Agnew.

J. C. MCGUIRE, Chr. Com. of Arr.

EDWARD ENGLEHARD, Sec.

BRO. M. C. DINKEL, member of Div. 453, has been honored with appointment to the position of S. M. & M., Ixtlahuaca, Nani & Nijini Railroad, Mexico.

BRO. F. M. VANHOOPER, F. A. E. of Div. 585, has been honored with promotion to the position of Traveling Engineer for the St. Louis, Iron Mountain & Southern Ry., Valley Division.

R. M. BUCKALEW.

It pleases me to advise you of the fact that Bro. J. D. Collins of Div. 368, of Atlanta, Ga., and Bro. Sam Ferguson, of Div. 423, Memphis, Tenn., have been appointed Air Brake Instructors of the Southern Railroad. Brother Collins has been Traveling Engineer on the Atlanta Division for two or three years, and has given perfect satisfaction to the company and the men. He is the oldest engineer on the Atlanta Division, and has always been a staunch Brotherhood man, and will be remembered as Grand Guide at three conventions.

Brother Ferguson is one of the oldest engineers on the Memphis Division. He was reared on that Division and has an unquestionable record. I do not think the company could have made any better selection from the ranks of the engineers on

the Southern Road, and I certainly feel proud of the honor to the Brotherhood. They are to instruct the engineers on the Air Brakes according to the Westinghouse teachings, and they will use a Westinghouse car for several months with two of the Westinghouse's instructors with them. After that they will take the Southern's car.

Fraternally yours,
J. I. WHIDDON, Gen. Chr.

AGAIN our Brotherhood has been recognized and honored, by the promotion of Bro. Albert Jones of Div. 441. Brother Jones, who for many years has been night dispatcher for the New York Central System at DeWitt, N. Y., has been honored by a more important and lucrative position as General Foreman of Engines of the New York Central System at Rochester, N. Y.

Bro. Wm. Smith, our worthy master mechanic, recognizing in Brother Jones the ability of further promotion, made no mistake in placing him in charge of one of his most important jurisdictions, where his interest and those of his men will be well cared for under Brother Jones, who in his long years of railroad service has climbed the ladder step by step and will prove himself worthy of the confidence and trust placed upon him by his superior officers.

The elegant diamond presented to him by his many friends whose respect he has enjoyed so many years was but a slight token of the high esteem in which he is held by all who came under his charge, and who now wish him unbounded success in his new field of a most worthy promotion.

T. F. F., Div. 441.

It is with much pleasure that we announce to the Brotherhood at large that our Bro. L. A. Gilbert has been appointed Traveling Engineer of the Maine Central R. R., on line east of Waterville. Bro. Gilbert went running as engineer on the European & North American R. R. in 1876, for a period of six years, and since that time has been in passenger service on the Maine Central R. R., making a total of 29 years as locomotive engineer. Bro. Gilbert has been in the B. of L. E. ranks for about 28 years. He has filled the office of Chief Engineer with entire satisfaction, and was elected as delegate to the St. Louis Convention in 1898. He is well qualified for his new position, and the members of Div. 508 not only wish him success, but feel honored by his good fortune in being selected from among them by the officials of the Maine Central Railroad.

Yours fraternally,
Div. 508.

DIVISION 535, Rat Portage, Ont., was honored by a visit from Assistant Grand Chief Engineer Cadle, who gave us a very instructive talk on the order in general, and we received information from him of great good to us all. This is the first time a Grand officer has given us a call, and we greatly enjoyed it. I feel sure we are now in closer sympathy with our Grand officers in their good work of putting our order in the front, and will always look forward to another visit from our Grand officers with pleasure. Yours fraternally,

T. O. Y., Div. 535.

BRO. L. S. COMER, member of Div. 210, has been elected General Manager of the Moler Lead and Zinc Co., with headquarters in Webb City, Mo. The company is incorporated and capitalized with \$100,000. It is fair to assume that energy and ability caused his selection for so responsible a position, and his many friends

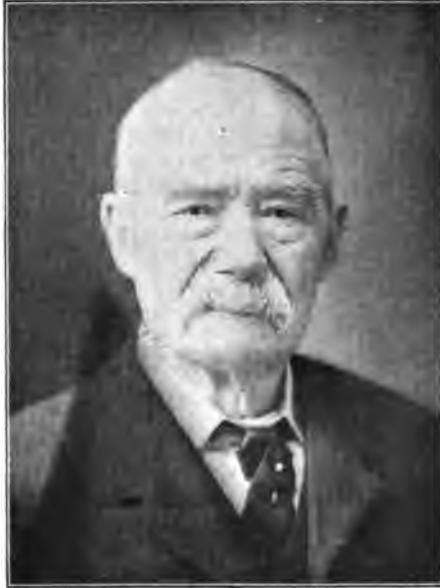


will be glad to know of his good fortune. Bro. Comer evidently has other qualities to commend him, as the little girl whose picture is presented with this, is an orphan, and we present it because Brother Comer named one of the company's mines the "Lela," and calls her the mascot of the Lela Lead and Zinc Mine.

Brother Comer was recently employed on the C. C. & L. Ry., and left that service to accept the management of the Moler Company. The JOURNAL wishes him success.

EDITOR.

BRO. GEO. T. HORTON, member of Div. 302, Chicago, Ill., whose picture accompanies this article, was born in England, in July, 1819, and commenced his railroad life as a fireman in 1837 at the age of 17, and was promoted to engineer in 1840, in London, went to France in 1846, and ran a construction engine until the French Revolution of 1848, when he returned to London and was employed on the London and South-Western. He came to Canada in 1852, having been engaged to work for three years for the Great Western of



Canada, and moved to Chicago, where he now resides, in 1867. He was initiated into Div. No. 19, Bloomington, Ill., in February, 1872, 33 years ago.

Brother Horton has certainly had wide experience in his 68 years since beginning his railroad life in England, and in his 53 years in this country has seen the greater part of the great railroad systems developed. It is natural that he should feel his age, but we trust he will be with us in fair health many years to come.

EDITOR.

Div. 191, Fitchburg, Mass., held one of the largest meetings in its history June 11th. Brother Mitchell, our General Chairman B. & M., member of Div. 61, being present, gave us some good advice. Brothers Barkley, Spencer, Dudley and Brigham, of Div. 312, and Brother Clifford, of Div. 106, were present and by their friendly remarks added to the good of the cause.

After the meeting the seats, altar, and so forth were cleared away and the ladies of the G. I. A., W. S. Stone Div., 353, which was recently organized here, took charge of the hall, set tables and filled them to overflowing with good things to eat, when thirty members and their wives sat down to one of the best dinners furnished by the ladies we have ever sat down to, which was most heartily relished by all.

After dinner the ladies furnished cigars as a finishing touch, then came good words and praise for them.

Brother Abbott, our Insurance Secretary, was appointed toastmaster, and he filled his position to a T. Bro. John Thompson, the oldest member of the Division in years, although now retired on account of old age, and although quite feeble, was in attendance, and seemed to enjoy the event as well as any. Bro. Joe Bacon entertained all with songs and funny stories. Remarks were made by Brothers Woodworth, Chief Engineer, Rich, Crowther and others; then the ladies were called on. Mrs. Mulany, President, made a few very pleasant remarks, thanking the Brothers for being present and hoped this was only the beginning of the happy and family-like gatherings. Vice-President Hewes, a widow of one of our members, also thanked the Brothers, and Sister Crowther, in a few well pointed remarks, finished the speeches for the day.

These happy gatherings show the good feeling and interest taken by members of both orders in the welfare of the other. The next gathering will be a basket picnic held soon on the farm of Brother Winchester.

ONE WHO WAS THERE.

At the regular Sunday meeting June 11 of Boston Div. 61, we were treated to an exhibition of the method used by the Boston & Maine Railroad motive power department in examining the firemen for promotion in the service on breakdowns, etc., by Brothers Lorimer and Rickeman, members of Div. 64, who have been for some time in charge of the air brake car. Their services were solicited by some of the officers of our Division, and it was also a pleasure for them to extend to us all the knowledge they could impart, and at the same time any points not fully understood were gone over for the benefit of any who did not understand and wished for more light. It was especially interesting to the listeners who are running small engines, when the instructors particularly bore upon points relating to the larger and new types of the road's equipment, making it plain how to handle a disabled engine where the running parts

were too heavy to be handled as on the old and lighter engines.

While your humble servant had to go home before the instruction was completed, I can say that those who were not there do not know what they missed, and Brothers Lorimer and Rickeman are deserving of the heartfelt thanks of every member of Division 61 for the able manner in which they imparted their knowledge of the perfections and imperfections of the locomotive, coupled with the "haps and mishaps" the iron horse is heir to.

While the attendance at the meeting was fair, there would have been many more if they had realized just what they would have had for an "entertainment."

Among our number were former Bro. A. G. Alexander, now member and Chief of Bay State Div. 439, and Bro. Williams of the same Division.

Brother Alexander favored us with a few able remarks, adding that he did not like to see his name in the JOURNAL "every time he came over here." Let's hope he does not see this part of it, for we consider it an esteemed favor to have such as him visit us.

To the Brothers at large I would like to say, are your Divisions growing? Div. 61 has very few meetings without initiations of candidates, and generally something "in the wind" to improve our conditions. Last meeting besides the above, we were favored with a collation by the entertainment committee.

W. F. BUCKNAM, Cor. Sec. Div. 61.

SUNDAY, May 21, Div. 358, Dayton, O., was favored by a visit from Brother Wills, A. G. O. E., who very kindly told us in a plain but forcible manner of what we owed the Brotherhood of Locomotive Engineers and how best to further the interests of our noble order in an honorable way. Bro. Oscar Jackson of Div. 208, with a delegation of Brothers from that Division, was also present.

Brother Wills made an impression that will be helpful to all who were privileged to hear him, and we feel sure the interests of our order are being safely guarded by our Grand Officers. Div. 358.

BRO. H. E. WILLS, A. G. O. E., visited Gulf City Div. No. 140, Mobile, Ala., May 21, 1905. The meeting was called to order by our Chief J. H. Trachy. There were about seventeen or eighteen members present, as most of the boys were out on the road, there being a rush on at the time and we only had a few hours notice previous to Brothers Wills' coming.

Brother Wills gave Div. 140 an interesting talk and this I know will be good for the order. This was the first time Div.

140 had any of the Grand Officers to visit them in twelve or thirteen years. Come again, Brother Wills. Brother Wills left that same night on the M. & O. 8:25 train for Meridian, Miss. He was presented at the depot a few minutes before the train pulled out with a little souvenir of old Mobile from Div. 140. The only fault found with Brother Wills was that his visit and talk were not long enough. Come again soon and stay a while with us and enjoy the sunny South, Old Mobile.

E. A. BOLLING, Div. 140.

A SPECIAL meeting on Monday June 5, was the banner day of Div. 260, Ashtabula, O., it being the occasion for the initiation of nineteen candidates into the mysteries of the B. of L. E., all of which were old and prominent members of Lodge 248, B. of L. F., of this city.

The initiations were conducted by our Past Chief Engineer H. F. Bates, assisted by a team of his own selection, who did their work in a very creditable and satisfactory manner to all concerned. Brother Bates is a veteran at initiatory and ritual work and his equal is difficult to find.

The candidates were divided into two classes and were conducted by Bro. Geo. Moore as guide and three assistants.

To make the occasion more enjoyable to us all, Brother Prenter, F. G. E., responded to an invitation to be present, favoring us with a very eloquent and pleasing address which was very instructive and interesting to all.

At 7 P. M. we adjourned to meet at Good's Hall to partake of a sumptuous banquet given by the ladies of Div. 147, G. I. A., the newly elected members and their wives being the guests of honor. I think Brother Prenter will bear me out in the statement that the ladies of 147 cannot be excelled in the preparation of good eatables to appease the wants of the inner man. The tables, four in number, seating about one hundred, were filled nearly twice. After doing justice to the good things to eat, which were made still more enjoyable by music rendered by the High School Mandolin Club, we were favored by a brief address by Brother Prenter, which was appreciated by all present, especially by the ladies of the G. I. A., as he made some very complimentary remarks regarding their skill in the culinary art and on their charming appearance, which made an everlasting favorable impression in their minds, so that he has paved the way for a very cordial reception should he again come our way. Come again, Brother Prenter, and the ladies will assure you a hearty welcome.

Div. 260 has in contemplation an anni-

versary celebration on Sept. 19. There will be a public meeting in the afternoon and a banquet in the evening, concluding with a grand ball later. Our plans are not thoroughly made, and will advise you later.

"FUDGE."

IN THE Advertising Department will be found an advertisement for rheumatism accompanied by a picture of our Grand Chaplain, Bro. Geo. R. Dority. Brother Dority's first connection with this remedy came from a desire to help his friend, Dr. Nash, who was in financial difficulties, and in doing this concluded he could honestly recommend the medicine, and took the agency for New England.

If any one shall feel disposed to try this remedy, write Brother Dority and be sure to mention the JOURNAL. The value of our advertising space is based upon the number of inquiries the ad brings, and whoever writes to any advertisers who patronize the JOURNAL will do a favor by mentioning the JOURNAL. EDITOR.

BRO. CHARLES E. NORTON, member of Bay State Div. No. 439, Boston, Mass., engine dispatcher for the Boston & Albany, concluded to retire from his twenty-four years connection with the road and embark in other business, received a demonstration of good will that will probably be laid away in memory's store-house to be recalled with pleasure in years to come, for it is not only a mark of high esteem voiced by all with whom he had to deal, but an evidence of duties rightly performed in which the brotherhood of man always had place, for such demonstrations do not come to the undeserved.

The extra engineers and firemen presented him with a Masonic charm, accompanied with expressions of good will, but in the larger demonstration Brother Norton was evidently taken by surprise, as were many others not in the secret. At 8:30 P. M. an alarm signal was sounded on an engine at the turntable, and the officials rushed out, Brother Norton with them and, of course, all the men in the shop who knew what the call meant. Brother Norton beside the engine faced the crowd for an explanation. Bro. A. J. Desoe, of Div. 439, explained matters in the following presentation address:

"We are here this afternoon, Brother Norton, for the purpose of "getting square" with you for some of the inconveniences which you have made us suffer in your capacity as foreman—that is, inconvenienced from our point of view, and to express to you the esteem in which you are held by all of those who have worked under you as foreman. My part in the program is simply to be the mouth-

piece of the engineers, firemen, wipers, machinists, boiler-makers, and in fact, the whole roundhouse force who have each had a share in bringing about this occasion. In severing your connection with the office you have filled so honorably, and with such ability, we feel that we have lost a good friend and a just officer, and whether you remain on the road or leave the service entirely, you take with you the hearty good-will and best wishes for your future prosperity, of all who have served under you. We have watched your career from fireman to engineer, and from engineer to engine dispatcher, during all of which time you have shown



yourself square and upright, doing your duty faithfully and conscientiously. In the position you are now leaving, we have found you a good friend, standing by us when we were right, and not afraid to remonstrate with us when we were in the wrong, in either case in no uncertain manner.

"The value of the articles which we ask you to accept from us is small when we compare them with the feelings of love and kindness in which you are held by all.

"Brother Norton, these articles have been purchased by the contributions, not of any one group of employees, but by all who have served under you from the

\$1.50 a day to the \$5.00 a day man, and this should show to you how universally you are loved by all. I, therefore, in their behalf, take great pleasure in presenting to you this chain—may its golden links serve as a reminder of the golden opinion in which you are held by its donors—also, this silver pitcher and goblet, and as your eyes rest upon its shining surface, may you remember that your friends hold in their hearts bright memories of the days when you were our superior officer.

"In conclusion, let me say as coming from the bottom of all our hearts, God bless and be with you."

The whistles then filled the air with a salute of honor, while the men cheered. Brother Norton made a feeling response, and the scene ended with a grasp of the hand and good wishes expressed by all.

Where such incidents as described happen, the gulf between employer and employee, boss and workman, has been bridged, and peace and good will has become master of all—and the labor question is solved.

EDITOR.

SUNDAY, May 14th, Div. 468, Corbin, Ky., had the honor of a visit from our worthy and distinguished Brother, H. E. Wills, Assistant Grand Chief. A large number of Brothers were present and after the regular business of the meeting had been disposed of, the Brothers were treated to an excellent speech from our eloquent visitor. Brother Wills is an apostle of brotherly love and harmony, those principles being practically the theme of his discourse.

Before the Division closed the following resolutions were adopted, a copy to be spread upon the minutes, a copy to be sent to the JOURNAL, and a copy to be sent to Brother Wills at his office in Cleveland:

WHEREAS, In the election of Brother Wills to his present office, the Los Angeles Convention exhibited keen judgment and admirable discrimination, and

WHEREAS, It appears that it is the intention of the Grand Office to keep in closer touch with all Subdivisions in the future; therefore, be it

Resolved, That we heartily commend this policy, believing that it is one calculated to cement still closer the fraternal bonds that unite Brotherhood Locomotive Engineers everywhere; that it is one calculated to create more widespread interest in B. of L. E. affairs; that it will arouse the dormant spirit, and inspire the listless energies wherever such may unfortunately exist; that we are convinced our Grand Officers are laboring faithfully and intelligently for the upbuilding of the Brotherhood, and that it is our bounden duty to aid and assist them in every way possible, for a little ex-

ertion on the part of many will, in the aggregate, result in tremendous achievement; that we urge Brotherhood men to permit no trifling reason to keep them away from Division meeting when a Grand Officer has arranged to be present. We can vouch for his appreciation of a large attendance, and the advantage to each Brother present is incalculable.

Yours fraternally,
H. H. LEARY, C. E.

At a regular meeting of Wm. Renshaw Div. 23, held on May 22, it was decided to present Ass't Gen'l Supt. King of the Y. & M. V. Ry. and Mrs. King with a set of resolutions as an expression of our gratitude for their great kindness and consideration shown our late Chief, Bro. Joseph O'Leary, at the time of his accident on the 24th of April, 1906. Following is a copy of the resolutions:

At a regular meeting of Wm. Renshaw Div. 23, Brotherhood of Locomotive Engineers, held on May 22, 1905, the following resolutions were unanimously adopted:

Resolved, That the engineers of the Memphis Division of the Y. & M. V. Ry., tender Assistant General Superintendent W. S. King and his estimable wife their sincere thanks for their kind assistance in taking our beloved Brother Joseph O'Leary in their private car to bring home after he was so severely scalded in an accident on the 24th of April, 1905, that he lost his life.

Resolved, That a copy of these resolutions be spread upon the minutes, a copy be presented to Mr. and Mrs. King, and a copy sent to the B. of L. E. JOURNAL for publication.

H. E. BRADFORD,
T. H. HINER,
E. T. DATE, Com.

Div. 522 is located at Chicago Junction, just 99 miles from the Grand Office, and we have a rich growing town of about 8,500 nice people. We have between sixty and seventy members in good standing, and have had fairly good attendance until of late, when for some reason the attendance has fallen off; and I want to call the attention of these absent members to two articles which appeared in the April JOURNAL, one on page 806, from Hilliard, Wash., and the other on page 807, from Altoona, Pa. They are well worth reading and I am sure if these Brothers would read the JOURNAL a little closer and remember what were their promises when they first entered the Division room, they would not be in want for attendance, unless business was so pressing that but few could attend; and I hope the Brothers will make up their minds to give better attention to Division business, do their share of what there is to be done, and help to see that it is done

in the right manner. We have a right to know that you are sufficiently interested not to leave any question of loyalty and to know that whatever action is taken in the Division will be sustained; and if you are to know what is going on in the Division, then you must attend the meetings, for no loyal member is going to peddle the news.

If we had more in our Division like our F. A. E. we would not only have better attendance, but would have more money in the treasury and more interest in all things pertaining to the B. of L. E.

Fraternally yours,
MEMBER DIV. 522.

MEMORIAL SERVICES were held in St. Paul's M. E. Church, Wilmington, Del., under the auspices of the Diamond State Division No. 842, B. of L. E., Sunday evening, May 21, 1905, at 7:30 P. M.

The committee, with the assistance of a committee of the Guiding Light Division No. 810, G. I. A., decorated the altar with palms and placed fourteen vacant chairs in front of the chancel rail to represent the deceased members. Each chair was handsomely decorated with smilax and about eight carnations. The white showing up among the green made a beautiful sight for one to look upon.

Just previous to the sermon our Chairman, Bro. T. A. Weatherby, read the names of the deceased members. As each name was read a little girl dressed in white arose and placed a wreath on the chair representing the Brother. The little girls, fourteen in number, were daughters of the members of the Ladies' Auxiliary. After reading the names, Rev. W. L. S. Murray, D. D., preached a very able sermon and the choir furnished excellent music for the occasion under the direction of the organist, Mr. N. F. Hadley.

We had a very good service, as the church was filled. Chairs had to be placed for quite a number. After the service the wreaths were sent to the deceased members' families to be placed on their graves, and the carnations, fourteen dozen in all, were distributed to the sick Brothers who were unable to attend the service. Thanks to the Ladies' Auxiliary, Guiding Light Division No. 810.

Yours fraternally,
C. H. STEVENS,
Sec'y Memorial Service Committee.

MEMORIAL SERVICES were held in Atlanta, Ga., under the auspices of Divisions 207 and 368, joined by the O. R. C. and B. of R. T., each marching to the meeting in a body. It is estimated that

fully 8,000 gathered at the Baptist Tabernacle to attend this imposing sympathetic and beautiful service of which we glean the following from the *Atlanta Constitution* sent us by Bro. C. F. Adams, Secretary of Division 207:

Long before the hour of the meeting, the Tabernacle was crowded with people, the majority being railroad men, and when Dr. Broughton called the meeting to order, there were few vacant seats in the hall.

After a few beautiful musical selections were rendered, Dr. Broughton delivered a brief address, in which he paid a glowing tribute not only to the deceased railroad men in whose honor the meeting was held, but to all railroad men. He declared that, in his opinion, railroad men as a whole were the best men in all the world. He knew few of them who were not sober, Christian gentlemen, and said that in their hours of great danger, when with steady hands on the throttle they drove their engines through the darkness, knowing not what was ahead, they looked only to God for protection from all possible dangers and always put their faith and trust in Him.

After the conclusion of Dr. Broughton's address, T. C. Watters, Chief Engineer Div. 368, read the death roll; the following names were read: J. C. Adamson, J. F. Renard, H. L. Dobbs and J. M. Smith, of Atlanta Div. 207, and R. C. Wilhelm, of Gate City Div. 368.

Rev. Sam P. Jones, who delivered the chief address of the afternoon, sustained his reputation as a memorial orator, his tributes to each one of the departed members of the Brotherhood of Locomotive Engineers were beautiful word paintings. Mr. Jones has gained the most fame, perhaps, as an evangelist, whose frank sayings and direct manner of appealing to men have stirred the country. But those who heard his short address yesterday afternoon were impressed with the fact that he is a master of word painting. Mr. Jones said he agreed with Dr. Broughton that railroad men were among the best people in the world. He knew of no life that required more faith in God, than the life lived by the engineer. He knew more Christians among engineers than among any other people, whose temptations to do wrong were so strong. The temptations that came to the engineer were many, said he, in that he was away from home most all the time, and in great danger all the while, and was often tempted to do things that would make him forget his cares and dangers. Mr. Jones said that time was when a sober engineer was a rare man to find, but that nowadays the engineers are as sober a lot of Christian gentlemen as can be found in any trade or profession.

In paying tribute to the dead members of the Brotherhood, in whose honor the meeting was held, Mr. Jones said that he was well acquainted with each one of them, and loved them all for their many excellent qualities. He paid an especial tribute to Engineer J. F. Renard, who died recently. Mr. Renard had been the friend of his boyhood; often had he sat beside him in the en-

gine cab, and watched him pull the great throttle and move the giant engine, and how little he then thought that some day he would be called on as a preacher to speak for him words of praise after his departure, to the God whom he had served so well in life.

After the conclusion of Mr. Jones' address the meeting adjourned.

SPECIAL NOTICES.

Wanted—To know the whereabouts of Robert McGrath, last address Ralston, Wyo. Supposed to have gone to Salt Lake City, Utah. Any information will be gladly received by Bro. H. S. Ryder, 331 North St., Middletown, N. Y.

The traveling card of Bro. Royal E. Snyder, member of Div. 462, has been lost. If presented, please take up and forward to Bro. John Bienfang, F. A. E. Div. 462, 517 South D St., Arkansas City, Kan.

Wanted—To know the whereabouts of J. J. Ginn. When last heard from was running out of Sapulpa, O. T. Anyone having any information please notify Bro. R. B. Herring, F. A. E. Div. 672, 919 Kansas avenue, Memphis, Tenn.

Information is wanted of the whereabouts of Bro. J. M. Beaghan, member of Div. 550. When last heard from was in Herrington, Kan. Address his daughter, Miss Sara Beigham, 2837 Lucas avenue, St. Louis, Mo.

Wanted—The addresses of George Victor Smithson, last heard of in Oregon, and Charles Collin Smithson, last heard of in Wisconsin. Address sister, Miss Alice C. Smithson, 2337 Chouteau avenue, St. Louis, Mo.

Wanted—The address of Oscar Rice, who was firing on the St. L., M. & S. E. R. R., in 1904. Address W. M. Gilland, Good Hope Drug Store, Cape Girardeau, Mo.

Bro. C. B. Lumsden, member of Div. 5, an invalid, while on his way to the Railway Men's Home, lost his traveling card and letter of identification. If either are presented for favors, please take them up and return to Bro. J. J. Norton, F. A. E. Div. 5.

Information is wanted of the whereabouts of Jack Snyder, machinist, formerly of New Albany, Ind. Address J. F. Kurfess, 1215 Elm street, New Albany, Ind.

The traveling card and annual pass of Bro. E. T. Henderson have been stolen. A reward of \$5 will be given for return of same to Bro. Henderson. If presented, please take up and forward to Bro. A. G. Archer, F. A. E. Div. 522.

The traveling card of Bro. Edward Shelton has been lost. If presented for favors, please take up and forward to Bro. F. M. Shields, F. A. E. Div. 460.

Wanted—The address of Harry F. Pointon, formerly engineer on the C., M. & St. P. R. R. Please address S. Glassey, Staff Captain Salvation Army, 395 State street, Chicago, Ill.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately:

<i>Division—</i>	<i>Division—</i>
7—Harry Pimlott, Wm. A. Goltra.	210—H. F. Ledbetter, Robert Pate.
539—J. F. Larkins, W. F. Mayo.	386—J. T. Alexander, Richard Bergin, J. P. Anderson.
163—C. F. Berry, Robert Innis.	596—James Hutson.
448—J. I. Harvey.	

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Louisville, Ky., May 15, killed in wreck, Bro. W. H. Thomas, member of Div. 78.

Derry, Pa., March 30, Mrs. P. H. Dell, wife of Bro. P. H. Dell, member of Div. 310.

Otterbein, Ind., May 15, killed in wreck, Bro. H. G. Haller, member of Div. 492.

Providence, R. I., May 14, Bro. L. M. Butler, member of Div. 61.

Hadlow, P. Q., May 8, Bro. W. Kelly, member of Div. 558.

Louisville, Ky., May 14, appendicitis, Arthur M. Smith, son-in-law of Bro. E. W. Marriott, member of Div. 78.

Dickeyville, Md., May 16, hemorrhage, Bro. A. P. Clayton, member of Div. 439.

Portland, Ore., May 5, Bro. T. C. Boorn, member of Div. 181.

New York, N. Y., April 19, Bro. R. K. Hammond, member of Div. 599.

Chicago, Ill., April 29, suicide, Bro. Wm. I. Palmer, member of Div. 10.

Chicago, Ill., May 7, Bro. Nicholas Stuber, member of Div. 10.

Crocketts, Va., May 15, kidney and heart trouble, Bro. John S. Mays, member of Div. 401.

Savanna, Ill., March 2, apoplexy, Bro. A. Peterson, member of Div. 200.

Chicago, Ill., May 23, Bro. Orville T. Stearna, member of Div. 294.

Texarkana, Tex., May 22, apoplexy, Bro. D. C. Lasley, member of Div. 496.

St. Paul, Minn., May 21, Bro. Wm. Dressen, member of Div. 333.

Pine Bluff, Ark., May 20, Mrs. J. W. Tague, wife of Bro. J. W. Tague, member of Div. 216.

Battle Creek, Mich., May 29, Bro. A. F. Emburry, member of Div. 33.

Denver, Colo., May 25, pneumonia, Bro. M. W. Burke, member of Div. 186.

Citronelle, Ala., May 25, Bro. T. P. Darling, member of Div. 537.

Cedar Rapids, Ia., May 20, cancer of the bowels, Bro. F. E. Averill, member of Div. 159.

Lang, Cal., May 23, injuries received in wreck, Bro. James Canty, member of Div. 126.

Elkhart, Ind., May 28, surgical operation, Bro. John Schuler, member of Div. 248.

Wilmington, Del., May 1, Bro. H. E. Sherwood member of Div. 342.

Louisville, Ky., May 18, killed in collision, Bro. W. H. English, member of Div. 485.

Buffalo, N. Y., May 10, Bro. Jerry Cronyr, member of Div. 15.

Garrett, Ind., May 31, cancer of the stomach, Bro. L. C. Lavelle, member of Div. 153.

Albany, N. Y., May 23, Bro. Geo. Hickman, member of Div. 46.

Louisville, Ky., May 29, apoplexy, Bro. Pierce McCarthy, member of Div. 39.

Pittsburg, Pa., May 15, paralysis, Bro. J. Miles Shoup, member of Div. 472. Brother Shoup commenced his railroad career as a fireman in 1870, and was promoted to engineer in 1872.

Mobile, Ala., March 22, Mrs. A. C. Smith, wife of Bro. A. C. Smith, member of Div. 426.

Danville, Ill., June 2, killed in wreck, Bro. V. A. Barlow, member of Div. 400.

South Portland, Me., June 2, Bro. J. A. Pillsbury, member of Div. 40.

Columbia, S. C., May 11, injuries received in wreck, Bro. E. D. McChesney, member of Div. 85.

Tyler, Tex., June 4, Margarette, daughter of Bro. B. J. Cooney, member of Div. 201.

Philadelphia, Pa., June 3, Bro. Henry Walton, member of Div. 45.

Terre Haute, Ind., June 4, Bro. Daniel Warren, member of Div. 25.

Niagara Falls, N. Y., June 8, old age, Bro. Albert Naah, member of Div. 18.

Philadelphia, Pa., May 17, Bro. D. H. Fowler, member of Div. 71.

Columbus, O., June 1, killed on engine, Bro. Edward S. Ginbey, member of Div. 79.

Mexico City, Mex., June 2, killed in wreck, Bro. E. S. Rutledge, member of Div. 669.

Punxsutawney, Pa., May 27, apoplexy, Bro. David A. Harris, member of Div. 626.

Port Jervis, N. Y., June 12, Bro. John Karg, member of Div. 54.

Portland, Me., June 11, Bro. W. Stinchfield, member of Div. 40.

Abbotsford, Wis., June 7, drowned in wreck, Bro. Chas. Phipps, member of Div. 80.

Kansas City, Kan., June 2, Bright's disease, Bro. G. W. Cooper, member of Div. 491.

Kansas City, Kan., June 12, killed in wreck, Bro. Daniel Fapp, member of Div. 491.

Louisville, Ky., May 26, peritonitis, Mrs. Minnie Crosby, wife of Bro. John Crosby, member of Div. 485.

Princeton, Ind., June 13, killed in wreck, Bro. Otto Greatz.

Champaign, Ill., June 12, Bro. J. P. Michael, member of Div. 127.

Cleveland, O., May 23, Bro. H. K. Stephenson, member of Div. 31.

Huron, S. D., April 8, softening of the brain, Bro. John Nezzaer, member of Div. 213.

Clifton Forge, Va., June 9, diabetes insipidus, Bro. A. M. Snyder, member of Div. 38.

Syracuse, N. Y., June 10, Bro. Greg. Andrews, member of Div. 169.

Dunsmuir, Cal., April 25, heart failure, Bro. E. T. Rosette, member of Div. 425.

Mt. Pleasant, Pa., June 6, Bro. Harry H. Page, member of Div. 148.

Houston, Tex., June 9, killed in wreck, Bro. J. E. Brown, member of Div. 366.

Pittsburg, Pa., June 6, paralysis, Bro. Harry H. Page, member of Div. 148.

Jackson, Tenn., June 2, killed by being caught between engine and tank, Bro. E. J. Emmons, member of Div. 666.

McDonoghville, La., June 17, Bro. G. B. Israel, member of Div. 193.

Smith's Falls, Ont., June 11, Bro. Fred Hudson, member of Div. 381.

Smith's Falls, Ont., June 11, Bro. Edward J. Pennett, member of Div. 381.

Providence, R. I., June 15, killed in collision, Bro. Joseph A. Oldham, member of Div. 57.

Baltimore, Md., June 16, killed in wreck, Bro. Geo. B. Covell, member of Div. 52.

Monroe, N. C., April 20, J. H. Shepherd, father of Bro. J. W. Shepherd, member of Div. 498.

Roanoke, Va., June 13, killed in wreck, Bro. R. B. Adam, C. E. Div. 301.

Milwaukee, Wis., June 1, diabetes, Bro. N. Rhine, C. E. Div. 66. Brother Rhine joined Div. 66 in 1869, and has held the position of Chief Engineer for more than twenty years. He was widely known and will be remembered by the Milwaukee delegates as Chairman of the Committee of Arrangements, which for the first time in the history of the order presented no bill to the convention. For 35 years he gave his best efforts for the good of the order, a pioneer whose demise will be felt far beyond the environs of Milwaukee.

Peru, Ind., May 24, heart failure, Bro. John Hale, member of Div. 548. Brother Hale was the oldest engineer in active service on the Wabash road, and among the oldest in the United States, he having begun service with the Wabash in 1857. He became a member of the B. of L. E. in its early stages and was a part of its troubled times, and gave his personal influence toward its upbuilding, always faithful in adversity or prosperity. He lived to see it honored as a necessary adjunct to the success of both its members and the companies employing them. These pioneers deserve special tribute, having been loyal when loyalty meant jeopardizing personal interests, and we may say of Brother Hale, "Faithful unto Death."
—EDITOR.

ADMITTED BY TRANSFER CARD.

Into Division—

- 179—James Wallace, from Div. 462.
- 368—Geo. W. Turner, from Div. 157.
- W. B. Lewis, from Div. 317.
- 360—J. B. Quiggle, from Div. 424.
- 193—Chas. Marcelle, from Div. 219.
- 678—A. L. Ball, W. L. Belford, J. R. Bogart, D. F. Bogart, R. B. Davis, C. X. Dickman, E. Flanagan, H. Greenland, Lewis Hanlon, S. H. Hartsing, R. M. Lane, L. S. Long, M. S. Merchant, C. L. Miller, F. E. More, J. W. Olinger, J. E. Osman, J. I. Reed, H. C. Ruff, W. Kydman, W. H. Sites, T. B. Sullivan, F. J. Taubken, L. F. Tolby, Wm. H. Warner, J. B. Whitwam, Alex. Woerner, A. C. Burton, B. F. Shook, Geo. F. Shoemaker, from Div. 120.
- 385—Ed. C. Coulter, from Div. 537.
- 558—W. L. Dutil, from Div. 351.
- 12—J. J. Brusinham, from Div. 296.
- 464—James Ryan, from Div. 454.
- 205—Gil Cronshaw, from Div. 77.
- 589—Frank B. Tompkins, Chas. W. Burch, Oliver J. Ogden, from Div. 145.
- 52—H. G. Flumer, from Div. 51.
- 396—Hadley Rossiter, from Div. 234.
- 392—Thomas Arthur, from Div. 249.
- 245—M. T. Jackson, from Div. 85.
- 552—W. F. Femer, from Div. 363.
- 200—Chas. Gault, from Div. 538.
- 7—Robert D. Collins, from Div. 24.
- 133—D. Clarke, from Div. 174.
- 262—F. R. Jones, from Div. 147.
- 147—G. B. Swanson, A. W. Brown, from Div. 13.
- 539—Geo. Douglass, from Div. 609.
- 196—W. H. Washington, from Div. 230.
- 302—Wm. G. Allen, from Div. 10.
- 77—E. L. Troy, from Div. 225.
- Geo. W. Weber, from Div. 75.
- John W. Lesher, from Div. 157.
- 422—M. J. Stanton, from Div. 29.
- 208—John W. Bridge, from Div. 651.
- C. P. Collins, from Div. 408.
- Chas. E. Colson, from Div. 120.
- 256—Chas. H. Sweet, from Div. 357.
- 67—Richard A. Moscrop, from Div. 579.
- 656—S. T. Logue, from Div. 370.
- Jno. Thompson, from Div. 465.
- C. O. Taylor, from Div. 261.
- F. D. Hamilton, from Div. 165.
- 679—Charles Findlay, from Div. 68.
- Thos. Bown, Geo. Jackson, Hugh McKay, Richard Walsh, from Div. 188.
- 474—James W. Reilly, from Div. 144.
- 652—Nathan Knapp, from Div. 250.
- 670—J. C. Scott, from Div. 566.
- 276—Harry B. Fulton, from Div. 257.
- 605—J. H. Carberry, from Div. 159.
- 322—J. L. Jannison, from Div. 563.
- 192—J. H. Corp, from Div. 594.
- J. R. Addis, R. Kuntz, from Div. 566.
- C. F. Segardahl, from Div. 571.
- 209—G. W. Dersmore, from Div. 199.
- 464—Jno. O'Rourke, from Div. 148.
- 239—R. P. Barnett, from Div. 301.
- 436—F. B. Houchins, from Div. 103.
- Chas. E. Jeter, from Div. 265.
- 660—J. P. Mathews, from Div. 662.
- B. F. Peck, from Div. 5.
- 592—E. W. Walling, from Div. 262.
- 665—E. C. McClure, Chas. McDonald, from Div. 460.
- 606—John McCartney, from Div. 416.
- 450—J. W. Brown, from Div. 463.
- 45—Robert Neill, from Div. 74.
- 366—Wm. T. Miller, from Div. 139.
- 186—L. O. Ball, from Div. 115.
- 208—Patrick Meehan, from Div. 120.
- 13—F. E. Cline, from Div. 200.
- 358—H. H. Wise, from Div. 208.
- 626—David A. Harris, from Div. 254.
- 439—W. W. Dennis, from Div. 63.
- 672—C. P. David, from Div. 156.
- C. J. Roelle, from Div. 31.
- 360—John A. Veters, from Div. 124.

- 245—A. Arnold, from Div. 81.
- 64—Wm. B. Smith, from Div. 63.
- Louis J. Bordwin, from Div. 191.
- 569—H. J. Ricks, from Div. 206.
- 111—Ben F. Hogan, Wm. Maguire, from Div. 60.
- 230—L. C. Curry, from Div. 432.
- 61—H. E. Osgood, from Div. 191.
- 386—J. H. Kibbler, from Div. 23.
- 112—John H. Holt, from Div. 61.
- 670—M. T. Wooley, from Div. 192.
- 589—Asa Reynolds, from Div. 360.
- Frank L. Brown, from Div. 172.
- 565—Geo. L. Kimball, from Div. 619.
- 577—V. N. Powell, from Div. 114.
- 155—Wm. Anderson, from Div. 8.
- 180—J. J. Thomas, from Div. 357.
- J. W. Currie, from Div. 241.
- 570—Chas. Wilbanks, from Div. 575.
- 451—O. C. Opler, from Div. 358.
- H. Haskins, from Div. 570.
- 40—Louis F. Bailey, from Div. 425.
- 145—C. B. Robinson, Wm. Fishbaugh, J. R. Knight, Jackson Bell, Pat J. Duffy, Daniel Ryder, Samuel Loasby, Luther M. Pike, Henry M. Campbell, N. C. Marshall, Knos V. Dutcher, Ed L. Wright, Henry E. Holloway, Wm. C. Marratt, Richard F. Walker, D. R. Cafferty, G. H. Rapson, S. J. Dampman, Geo. A. Ellis, A. H. MacFarlane, James Dooley, Maurice P. Shattuck, from Div. 105.
- 148—James J. Hussey, from Div. 16.
- 606—James F. Hall, from Div. 522.
- 37—Charles Probst, from Div. 155.
- 167—G. C. E. W. S. Stone, from Div. 181.
- 514—G. B. Luton, from Div. 473.
- 368—W. M. Phillips, from Div. 628.
- 613—J. Edwards, from Div. 33.
- 550—J. W. Slade, from Div. 433.

WITHDRAWALS.

- | | |
|-----------------------|-----------------------|
| <i>From Division—</i> | <i>From Division—</i> |
| 382—Oscar Carlson. | 281—J. J. Fogarty. |
| 50—L. T. Lancaster. | 596—Ocea J. Dolan. |
| 51—C. H. Goodwin. | |

REINSTATEMENTS.

- | | |
|--|-----------------------|
| <i>Into Division—</i> | <i>Into Division—</i> |
| 281—W. C. Krider. | 427—Geo. Canaan. |
| 194—C. H. Bell, | 198—W. T. Jones. |
| F. A. Lowell. | 155—Samuel Finlay. |
| 606—Chas. George. | 498—J. P. Garrison. |
| 567—Matthew Wright, | 540—Wm. Scott. |
| E. C. Haney. | 207—L. Z. Hyer. |
| 315—Thos. B. Scott. | 602—Chas. L. Walters. |
| 15—O. R. Sackett. | 49—John F. Kell. |
| 260—E. L. Tombes. | 505—N. W. George. |
| 496—H. Hick. | 225—Oscar B. Farrow. |
| 226—L. E. Roper. | 45—John R. Sellers. |
| 129—R. A. Vining. | 578—J. H. Phillips. |
| 614—F. J. Harrell. | 338—Geo. O'Brien. |
| 429—W. E. Robinson. | |
| 250—J. C. Knittle, on appeal to the Grand Chief, who ruled that the expulsion was illegal. | |
| 13—E. W. De Santelle, through Grand Office. | |

EXPELLED.

FOR NON-PAYMENT OF DUKS.

- | | |
|-----------------------|-----------------------|
| <i>From Division—</i> | <i>From Division—</i> |
| 323—Horace Wingard, | 197—W. T. Banks. |
| I. F. Jones. | 72—Geo. W. Garrett. |
| 272—P. trick Welsh. | 539—J. A. Blackwood, |

- 324—Charles Fleck. D. E. Fitzgerald,
- 255—I. R. Stelta. R. H. Dennis.
- 402—W. H. Meredith. 276—Moses Halderman.
- 405—George Hecker. 441—H. W. Crane.
- 278—A. Henderson, 294—Wm. Peterson,
- J. R. McKenzie, M. T. Way.
- 245—K. K. Horan, 11—J. C. Gilhooley.
- Samuel Prater.

FOR OTHER CAUSES.

- 501—Sid Gideon, forfeiting insurance.
- 652—Joe C. Cleaver, misconduct and defrauding his Division.
- 281—J. B. Rogers, forfeiting insurance.
- 19—E. W. Rider, forfeiting insurance.
- 170—W. L. Corrigan, forfeiting insurance.
- 148—Walter Clark, A. C. Blanchard, W. J. Campbell, A. S. Day, forfeiting insurance.
- 286—J. A. Witkop, Leon Slade, forfeiting insurance.
- 57—L. E. Lathrop, B. S. Perry, forfeiting insurance.
- 343—T. L. Walsh, forfeiting insurance. J. E. Campbell, not taking out insurance.
- 510—Thos. A. Johnston, non-payment of dues and not taking out insurance.
- 278—John Brod, violating his obligation.
- 434—Frank H. Monroe, not withdrawing from the B. of L. F.
- 256—Wm. Cox, intoxication. J. F. Wells, E. G. Eden, John W. Youngblood, non-payment of dues and non-attendance.
- 480—W. M. Lyons, non-payment of dues and forfeiting insurance.
- 20—C. B. Copeland, forfeiting insurance.

- 25—Chas. T. Iker, intoxication.
- 613—C. M. Hazard, unbecoming conduct.
- 22—Edward Emmons, failing to take out insurance.
- 351—T. H. Tanner, non-payment of dues and forfeiting insurance.
- 539—W. E. Cochran, defrauding Division.
- 287—W. A. Anderson, violation of obligation.
- 265—Jack Goodwyn, unbecoming conduct.
- 435—W. N. Cosby, non-payment of dues and violating obligation.
- 245—A. L. Dick, Ed. S. Ferguson, forfeiting insurance.
- 191—Jas. Christi, drunkenness and unbecoming conduct.
- 114—J. E. Ryan, forfeiting insurance and non-payment of dues.
- 145—Wm. F. Lazarus, forfeiting insurance.
- 473—T. E. Phipps, J. C. Key, forfeiting insurance.
- 569—B. F. Hassett, failure to take out insurance policy.
- 636—J. C. Davis, defrauding a Brother.
- 210—Benj. T. Massey, drunkenness.
- 589—Thomas Riley, forfeiting insurance.
- 481—Wm. Locke, forfeiting insurance.
- 123—John Reynolds, non-payment of dues, whereabouts unknown. L. D. Brown, failure to pay his reinstatement fees and dues.
- 251—F. F. Ballett, intoxication.
- 425—J. E. McBride, forfeiting insurance.
- 226—A. H. Barker, forfeiting insurance.
- 409—Jasper E. Harris, forfeiting insurance.
- 554—J. H. Poole, forfeiting insurance.
- 23—C. Brannon, non-payment of dues and non-attendance.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have renewed our arrangement with the Webb C. Ball Watch Co., Cleveland, O., for an unlimited number of watches as premiums; watches that are guaranteed to be O. K. in every respect, and will be given as premiums under the following conditions:

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$20.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard, 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name.....Division No.....

Box or Street and No.....

Postoffice.....State.....

OLD ADDRESS.

Postoffice.....State.....

 Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION.

Official Notice of Assessments 962-967.

SERIES F.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, July 1, 1905. }

To the Division Secretaries L. E. M. L. and A. I. A. :

DEAR SIRS AND BROS. :—You are hereby notified of the death or disability of the following members of the Association :

Six Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.50 from all who are insured for \$750, \$3.00 from all who are insured for \$1,500, \$6.00 from all who are insured for \$3,000, and \$9.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't.	Name.	Age.	Date of Div.	Date of Admission	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
911	O. J. Jones.....	45	576	Sept. 15, 1901.	Mch. 23, 1905.	Killed.....	\$3000	Mrs. Lizzie Jones, w.
912	L. W. Gowan.....	49	101	Apr. 4, 1888.	Mch. 30, 1905.	.....	4500	Mrs. S. A. Gowan.
913	Chas. Brislin.....	46	279	Apr. 27, 1897.	Apr. 2, 1905.	Blind left eye.....	1500	Self.
914	J. H. McMullen.....	75	62	Mch. 23, 1876.	Apr. 20, 1905.	Dropsy.....	3000	J. H. McMullen, son.
915	J. D. Childers.....	41	301	Mch. 29, 1901.	Apr. 28, 1905.	Blind.....	4500	Self.
916	Jesse McGuire.....	56	283	Apr. 5, 1888.	Apr. 29, 1905.	Pneumonia.....	3000	Mrs. J. M. McGuire, w.
917	Wm. L. Palmer.....	40	283	Apr. 9, 1892.	Apr. 29, 1905.	Suicide.....	1500	Mrs. J. Palmer, w.
918	D. D. Barfield.....	39	676	Mch. 6, 1904	Apr. 30, 1905.	Killed.....	750	Mrs. E. Barfield, w.
919	E. W. Davis.....	37	371	Apr. 20, 1892.	May 2, 1905.	Killed.....	1500	Mrs. Louise Davis, w.
920	Francis E. Cox.....	36	366	Nov. 10, 1904.	May 6, 1905.	Killed.....	1500	W. Cox, gu. for Cox d.
921	Jas. Alphin.....	51	44	May 24, 1890.	May 7, 1905.	Appendicitis.....	1500	Mrs. M. Alphin, w.
922	Peter Rich.....	43	672	Mch. 20, 1905.	May 7, 1905.	Pneumonia.....	1500	Jacob Eich, brother.
923	A. J. Cottrell.....	48	500	Nov. 18, 1903.	May 9, 1905.	Killed.....	1500	Mrs. M. A. Cottrell, w.
924	E. A. Wagon.....	49	340	Dec. 22, 1901.	May 10, 1905.	Blind right eye.....	1500	Self.
925	Edw. McChesney.....	45	85	Aug. 3, 1903.	May 11, 1905.	Killed.....	3000	Mrs. E. McChesney, w.
926	Jno. S. Cleveland.....	40	502	April 10, 1905.	May 12, 1905.	Killed.....	1500	Mrs. C. Cleveland, m.
927	W. J. Sittig.....	51	173	Oct. 25, 1888.	May 13, 1905.	Killed.....	1500	Mrs. Wm. J. Sittig, w.
928	M. Dickson.....	51	468	May 26, 1891.	May 14, 1905.	Heart failure.....	1500	Mrs. M. Dickson, w.
929	Nap Gadbois.....	54	168	Mar. 23, 1884.	May 14, 1905.	Asthma.....	2250	Mrs. A. Gadbois, w.
930	L. M. Butler.....	67	61	July 10, 1880.	May 14, 1905.	Diabetes.....	3000	Mrs. E. A. Butler, w.
931	J. S. Mayo.....	48	401	June 5, 1902.	May 15, 1905.	Heart failure.....	1500	Mrs. J. S. Mayo, w.
932	W. H. Thomas.....	35	78	Jan. 8, 1900.	May 15, 1905.	Killed.....	3000	Mrs. A. Thomas & ch'n
933	H. G. Haller.....	53	492	Aug. 17, 1898.	May 15, 1905.	Killed.....	4500	Mrs. M. E. Haller, w.
934	A. P. Clayton.....	31	439	Oct. 28, 1900.	May 15, 1905.	Paresis.....	1500	Mrs. E. Clayton, w.
935	Nicholas Stuben.....	53	10	June 25, 1869.	May 7, 1905.	Intermittent fever.....	3000	Mrs. M. E. Stuben, w.
936	J. H. Fowler.....	79	71	Mar. 1, 1868.	May 17, 1905.	Purulent pyalitis.....	3000	E. Fowler, da-in-law.
937	Joe Gale.....	36	210	Jan. 28, 1899.	May 17, 1905.	Paralysis.....	1500	Mrs. O. W. Rich, m.
938	Wm. H. English.....	30	485	Dec. 21, 1903.	May 18, 1905.	Killed.....	3000	Mrs. M. English, w.
939	J. F. Renard.....	68	207	Jan. 18, 1885.	May 20, 1905.	Paralysis.....	3000	Mrs. A. A. Renard, w.
940	Fred Averell.....	52	159	Apr. 1, 1891.	May 20, 1905.	Cancer.....	3000	Mrs. M. Averell, w.
941	A. A. Linkons.....	23	301	Dec. 18, 1904.	May 21, 1905.	Left hand am'ped.....	1500	Self.
942	Wm. Drensen.....	54	323	Mar. 12, 1903.	May 21, 1905.	Bright's disease.....	1500	Mrs. E. Drensen, w.
943	J. F. Buckhardt.....	52	135	Sept. 15, 1883.	May 22, 1905.	Carcinoma of sto'h.....	3000	Mrs. A. Buckhardt, w.
944	O. C. Lasley.....	59	496	Sept. 5, 1895.	May 22, 1905.	Apoplexy.....	3000	Mrs. D. C. Lasley, w.
945	O. T. Stearns.....	53	294	Aug. 21, 1896.	May 23, 1905.	Acute nephritis.....	3000	Mrs. P. C. Stearns, w.
946	H. K. Stephenson.....	36	31	July 6, 1902.	May 23, 1905.	Killed.....	1500	Mrs. L. Stephenson, w.
947	Jas. Cauty.....	32	126	Nov. 16, 1903.	May 23, 1905.	Killed.....	1500	Mrs. M. Cauty, w.
948	Geo. Heckman.....	44	46	Aug. 1, 1900.	May 23, 1905.	Killed.....	3000	Mrs. H. V. Heckman, w.
949	Edw. Austin.....	52	105	Oct. 18, 1896.	May 24, 1905.	Nephritis.....	1500	Mrs. M. C. Austin, w.
950	Jno. Hale.....	69	548	Nov. 19, 1870.	May 24, 1905.	Heart failure.....	3000	H. D. Hale, son.
951	M. W. Burke.....	64	186	Dec. 9, 1885.	May 25, 1905.	Pneumonia.....	3000	M. P. Daly, admin'r.
952	J. H. Redmond.....	60	34	Mar. 1, 1869.	May 25, 1905.	Pneumonia.....	3000	Little Miami, Div. 34.
953	Jno. Schuler.....	55	248	May 17, 1887.	May 28, 1905.	Shock from oper'n.....	3000	Mrs. Jno. Schuler, w.
954	P. McCarty.....	60	39	Aug. 19, 1881.	May 29, 1905.	Rupture blood ves.....	3000	Mrs. P. McCarty, w.
955	A. E. Enbury.....	34	33	July 17, 1900.	May 29, 1905.	Abscess.....	1500	Mrs. M. C. Enbury, w.
956	Nathan Knapp.....	69	652	June 10, 1886.	May 30, 1905.	Dropsy.....	3000	Mrs. Kate E. Knapp.
957	E. S. Ginbey.....	49	79	June 23, 1887.	June 1, 1905.	Killed.....	3000	Mrs. N. Gimbey, w.
958	Nic Rhine.....	59	66	June 11, 1874.	June 1, 1905.	Bright's disease.....	4500	Mrs. Nic Rhine, w.
959	Wm. T. Miller.....	41	366	Feb. 22, 1892.	June 2, 1905.	Killed.....	1500	Mrs. F. L. Miller, w.
960	V. A. Barlow.....	51	400	June 18, 1889.	June 2, 1905.	Killed.....	30	Mrs. F. N. Barlow, w.
961	Henry Walton.....	68	45	Nov. 17, 1887.	June 3, 1905.	Cirrhosis of liver.....	1500	Children.
962	Daniel Warner.....	59	25	Sept. 4, 1889.	June 4, 1905.	Paralysis.....	1500	Mrs. M. Warner, w.
963	Albert Nash.....	80	18	Aug. 11, 1874.	June 8, 1905.	Asthma.....	4500	Mrs. Carrie Bliss, d.
964	A. N. Snyder.....	45	38	Mar. 19, 1900.	June 10, 1905.	Diabetes.....	1500	Mrs. J. Snyder, w.
965	Jno. Karg.....	48	54	Oct. 29, 1897.	June 12, 1905.	Cirrhosis of liver.....	3000	Mrs. F. Karg, w.
966	R. B. Adams.....	48	301	April 15, 1905.	June 13, 1905.	Killed.....	3000	Mrs. M. P. Adams, w.
967	Otto Gratz.....	46	343	Dec. 20, 1896.	June 14, 1905.	Killed.....	3000	Mrs. Lyda D. Gratz, w.

Total number of claims, 87. Total amount of claims, \$139,800.

Acknowledgments

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Jan. 12, 1905	Mrs. Belle Harrison.....	705	Chas. E. Silliman	156	\$1500
" 14, "	Mrs. Jennie M. Gray.....	710	W. Revel.....	11	1500
" 19, "	Mrs. Lucy Blodgett.....	713	G. E. Taylor.....	330	1500
Feb. 1, "	Mrs. Ida R. Wilhelm.....	728	R. B. Devours.....	368	4500
Feb. 7, 1905	Mrs. Sallie Adamson.....	748	J. H. Welch.....	207	3000
Aug. 4, 1904	Jerry Leahy.....	754	John Knight.....	47	1500
Jan. 23, 1905	Mrs. Linza Burkett.....	759	L. A. Thomas.....	492	1500
Feb. 3, "	W. A. Tiller.....	763	T. F. Weaver.....	448	1500
" 6, "	Mrs. Margaret M. Love.....	764	J. J. Grant.....	399	750
" 11, "	Mrs. Anna Helm.....	767	James McDonald.....	537	1500
" 12, "	Mrs. Estella M. Phelps.....	769	L. Metcalf.....	177	3000
" 12, "	Mrs. J. H. Moore.....	770	H. L. Milner.....	298	3000
" 12, "	Mrs. Mary I. Wilson.....	771	O. P. Cuberley.....	219	1500
" 12, "	Mrs. Mary J. Leese.....	772	Wm. Hollis.....	29	750
" 13, "	Mrs. Louisa Bruggemierer.....	773	C. E. Moulton.....	457	750
" 15, "	Mrs. Minnie Burns.....	774	W. B. Tarver.....	646	4500
" 16, "	Mrs. J. G. Romig.....	775	D. R. Jones.....	130	1500
" 19, "	Mrs. Margaret A. Ambrose.....	776	John A. Bowers.....	352	1500
" 19, "	Mrs. Mary Downey.....	777	N. A. Warren.....	404	1500
" 19, "	Mrs. Ida M. Spaulding.....	778	O. P. Cuberley.....	219	1500
" 19, "	Mrs. Bertha E. Pate.....	780	J. L. Fickling.....	210	3000
" 20, "	Mrs. M. S. Tobin.....	783	Wm. Agnew.....	173	3000
" 24, "	Mrs. R. Fishbaugh.....	784	Wm. Huff.....	80	3000
" 25, "	Mrs. Mary A. Chase.....	785	Ell Whitman.....	46	1500
" 29, "	Mrs. James H. Peck.....	786	E. A. Montague.....	200	3000
Mch. 2, "	Mrs. Mamie A. Peterson.....	787	C. H. Webber.....	46	1500
" 2, "	Mrs. M. Ringbauer.....	788	P. S. Braund.....	626	1500
" 3, "	Mrs. Lucy B. Ford.....	790	Wm. Wright.....	496	3000
" 4, "	Mrs. Elizabeth Laughlin.....	791	J. W. Green.....	223	3000
" 6, "	Frank Wisc.....	792	W. C. Jones.....	360	750
" 7, "	Mrs. Elizabeth O'Connell.....	795	Wm. M. Apter.....	2	4500
" 10, "	Mrs. Carrie L. Claggett.....	796	Fred Rullman.....	160	1500
" 10, "	Mrs. H. L. Hoyt.....	797	C. E. Densec.....	9	4500
" 11, "	Warren A. & F. O. Tyrrell.....	798	H. A. Walter.....	327	4500
" 12, "	Mrs. Minnie J. Allen.....	799	E. A. Montague.....	46	3000
" 14, "					

Financial Statement.

CLEVELAND, O., June 1, 1905.

MORTUARY FUND FOR MAY.

Balance on hand May 1, 1905.....	\$262,456 72
Paid in settlement of claims.....	138,000 00
<hr/>	
Surplus.....	\$124,456 72
Received by assessments 796-99 and back assessments.....	\$104,072 14
Received by assessments 852-56.....	1,025 19
Received from members whose insurance was carried by Association.....	712 10
<hr/>	
Total in Bank May 31, 1905.....	\$230,266 15
Mortuary fund.....	132 225 75
Special mortuary fund*.....	98,040 40
<hr/>	
Total.....	230,266 15

EXPENSE FUND FOR MAY.

Balance on hand May 1, 1905.....	\$ 11,215 65
Received from fees.....	339 99
<hr/>	
Total.....	\$ 11,555 64
Expenses during month of May.....	1,356 59
<hr/>	
Total in Bank May 31, 1905.....	\$ 10,199 05

* The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

Statement of Membership.

FOR MAY, 1905.

<i>Classified, represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid assessments 796-99.....	4,254	23,669	9,942	1,640
Members from whom assessments 796-99 were not collected.....	471	2,202	599	30
Members carried by the Association.....	2	133	289	21
Applications and reinstatements received during month.....		337	100	5
<hr/>				
Totals.....	4,727	26,341	10,930	1,696
From which deduct policies terminated by death, accident, or otherwise.....	26	128	26	4
<hr/>				
Total membership May 31, 1905.....	4,701	26,213	10,904	1,692
<hr/>				
Grand total.....				43,510

M. H. SHAY, Gen'l Sec'y & Treas.

7710

BROTHERHOOD OF LOCOMOTIVE ENGINEERS JOURNAL

PRICE \$1.00 BY

J. B. Mitchell



DUNSMUIR, CALIFORNIA—SOUTHERN PACIFIC RAILWAY.—T. HERBIG.

ENTERED AT THE CLEVELAND, OHIO, POST OFFICE AS SECOND CLASS MATTER



Powerful Locomotives Require Powerful Brakes

The illustration shows the largest and most powerful locomotive in the world, weighing 480,000 lbs., built by the American Locomotive Works for the Baltimore & Ohio R. R., and exhibited at the St. Louis Exposition. It is equipped with

Westinghouse Brakes and Friction Draft Gear

Manufactured by

The Westinghouse Air Brake Co.

Pittsburg, Pa.

The Air Brake Builders

BROTHERHOOD OF
LOCOMOTIVE ENGINEERS
MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
307 SOCIETY FOR SAVINGS BLD'G, CLEVELAND, O.

Vol. XXXIX.

AUGUST, 1905.

NUMBER 8.

El Yaqui.

EDITOR JOURNAL: I know there has been much written about the Yaqui Indian and Mexican wars, but I feel inclined as well as see the necessity of adding a little to accompany the illustrations.

Cajeme was a noted Indian chief who generated the greatest battle in 1884 ever fought by the Yaqui Indians. The Mexicans fought with such persistence and Cajeme resisted with such bulldog tenacity, that whole regiments were mowed

down, and as many warriors perished, and other regiments were so pressed they had to bury their artillery to save it from capture and it has not been recovered to this day, though rewards have been offered well worth the search.

The Yaquis were victorious at the start, but could not withstand the reinforcements of Mexican soldiers in the days following. Cajeme was seriously wounded and his followers were scattered and driven into the mountains and have not since been able to regain their loss by



THE OLD YAQUI INDIAN TRAIL, NEAR THE YAQUI RIVER,
On which Chief Cajeme was killed. Now used for a military road.

force of arms. Every effort was made to capture Cajeme, but he was successfully spirited away and escaped. Many Indians lived in Guaymas where the prisoners were taken, and an old squaw seeing her son among them, immediately offered to give information of Cajeme's hiding place for the boy's freedom. This agreed to, the Mexican authorities were greatly surprised to learn that Cajeme was there in the city, where he no doubt could hear the wailing of mothers whose loved ones he had slain. Yet it was true; Cajeme was among friends being nursed and was almost ready for the front. He was easily taken and marched back to his last battle-

on the Yaqui River near the three crosses. We became so familiar with some of the numerous skulls we gave them names, and used them to blaze the way to camp; also in telling of our day's experience we would give locations by mentioning a certain group of skulls.

In 1897 a treaty was signed by the Yaqui Indians and Mexican Government, if we admit "To the victors belong the spoils." All they asked for was peace. In return for this good will they would be allowed to return to their native resorts, and would be given land and all the necessaries to take advantage of the excellent agricultural resources such as the



THE SPOT WHERE INDIAN CHIEF CAJEME WAS KILLED.

ground on the Yaqui River; led back over an Indian trail, now used for a military road (picture number one) winding through the Mosquet forest with the bleached bones of a thousand warriors strewn on either side, until he came to the crosses shown above. There he was shot. The remains were taken to Corcorit for burial.

The three crosses in picture number two mark the spot where Chief Cajeme was shot; not ambushed as many writers have stated.

In 1895 the writer, with a few friends on a hunting trip, camped several weeks

Yaqui River valley is noted for, and where they wished to reside; also stock, goats, sheep and chickens. It was not known as to the number that might take advantage of these liberal terms and surrender, though it was generally supposed there were about 700, judging from the small war parties and raiders that came down into the valley from time to time in the last few years. Consequently, it was no little surprise to the government, when as many thousands came in and were registered. There was not enough land to go around without purchasing from private owners. This was an enormous

unforeseen expense, but it was secured and the contract cheerfully carried out, and the Indians were immediately allowed to go upon the land and settle according to their own wish; and in a few weeks when the brush was cleared away, you could see houses up and down the river so numerous you would think you had just dropped in on an old settlement. Indians were everywhere—and busy, for they were good workers. Perhaps there are no people in the known world that can surpass the Yaqui Indians in successfully raising good crops every year on land overflowed by the river in the rainy season. As the water recedes they plant, and with the one irrigation they raise corn, beans, wheat and garavances (chick-pea).

Though the many were satisfied, things did not go smoothly with the Indians. Tetibite, their chief, who was given the title of major in the army, and a hundred Yaqui Indians well armed as a bodyguard, under whose guardianship they were to live in peace, had them all under his charge, and had from time to time to shoot a few of the unruly ones, broncos they called them, a few who came in under the protection of the treaty grudgingly. The killing of these few irritated the good feeling of those more content with their chief, which eventually grew into mistrust, and many complaints were made against him, whose only answer was a threat of like treatment if they rebelled, but as there were but few, the many were too busy and too happy with future prospects, and for a time did not listen to the few.

Time moved on with its unerring pace, and the harvest came, and such a harvest. All were abundantly supplied. The forest was full of goats and sheep, browsing and grazing the rich buds, foliage and grasses. All that an Indian's imagination could wish to fill their hearts and souls were theirs. They were intoxicated with their creation. There was no thought of tomorrow or anything else except an endless chain of fiestas. They did nothing but eat, sing and dance. Citizens visited these fiestas with much pleasure at first, but later on they were pushed to the background and eventually ordered off the reservation. The broncos were the cause; they went from one village to another with evil forebodings, and soon had many followers; as they wandered from one village to another they killed cattle belonging to citizens,

and these made complaint to the proper authorities who requested them not to complain, as they were at peace and would soon go back to work; a time of feasting was necessary after such a harvest, but the broncos used the time to their utmost advantage, and the fiestas were transformed into war dances and councils.

Both old and young warriors who had come into the fold half starved and naked, were now full, fat and strong. They donned their beads and quills and danced to the music of the tom-toms until their blood got warm, then orated with gesture of war clubs. They were filled with a new life, as it were, with strength and hope of a new future, and not under the coercion of their chief and under military discipline. The true situation was not known by the authorities until a large body of warriors were secretly organized and ready for revolt. In fact, such was



MEXICAN YAQUI INDIANS SENTENCED TO BE SHOT.

the confidence of the government that they were allowed to retain their arms and their successful creation of more than enough for a good living increased the confidence that they would never again take chances of being driven back to the desert plain and barren mountain trails.

Having learned to their sorrow and distress that too much confidence in these wild and untamed people had been misplaced kindness, they forthwith called a council to take place in Bacum, headquarters of Tetibite. A committee of citizens was sent so as not to look too formidable, to learn their grievances and adjust them, and above all to disarm them if possible. When the committee arrived they were requested by Tetibite to stack their arms as an evidence of their peaceful intentions, then he would order his Indians to do the same. The committee did as requested, but when the Indians



INSPECTION AFTER THE VOLLEY IS FIRED.

were ordered to do likewise they immediately possessed themselves of the arms already stacked, and then turned upon the committee and killed them to the last man and took their chief prisoner. This was a declaration of war with a vengeance, with no excuse except a gluttonous intoxication of too good a thing, for there were hundreds of Indians still peacefully working here and there over the country that knew nothing about the massacre until it was reported as having occurred; though it was afterward learned they had been told that war was imminent, and if they did not fight with them and keep it quiet they would cut their soles off their feet and punch out their eyes. This horrible torture was perpetrated on many.

Such complicated and pitiful conditions as these needed much time and consideration to do anything like justice to all concerned, if at all; but time could not be considered. Like a flash of lightning over the wires came the news that necessitated action at once, for there were thousands of citizens and many Americans living on ranches in isolated places in the country which were now exposed to these wild, savage, unprincipled broncos, who cared for naught but to ravage, pillage, kill and torture.

A force of soldiers were immediately sent to Bacum to punish the guilty ones. On arrival there they found the Indians fortified in an old church. Refusing to surrender they were attacked; though the walls were from two to four feet thick they killed forty-eight and forced the rest to retreat into the

forest. In the meantime the Indians were not idle. Immediately after the massacre they sent out runners to every village with their orders for action. It meant to many the frying pan and fire; to others it was a match that set fire to the music that smouldered in their souls which exploded into a wild war whoop that sent the women and children screaming into the brush, while they with what arms they could secure headed for Bacum.

The news spread and swept over the country with the rapidity of a cyclone and caused fear and distress amongst

both whites and Indians, for none knew who was friend or foe. Over all the roads and trails leading to the forts and towns was a continuous stream of frightened people of all descriptions; men, women and children; all night long following the outbreak the flow of human stampedes continuously passed our ranch on their way to Corcorit, a strongly fortified town some twelve miles up the river. None failed to notify us of the danger of remaining. Some begged us as they hurried along to fly with them. All kinds of vehicles and beasts of burden were employed in this great rush, and pushed to their utmost efforts to get away. Oxen were gored as they poked along in their slow side-swinging gait until the blood flowed down to their feet. Burros were beaten with clubs until you could hear it a quarter of a mile away; but the burro was the only one that seemed to have no sense of fear or feeling, for beneath the blows, curses and burdens forced upon



MEXICANS AND INDIANS CONTEMPLATING THE RESULT OF INTRACIONS OF MEXICAN LAW.

him, he waved his ears sublimely, with slow short steps according to his own sweet will, and only stopping when they ceased to beat him, not because it hurts, but because they think they are tired, and time is nothing to him. The scene was laughable were it not so extremely pitiful, for there were a few mothers on foot with babes in their arms, following and screaming with fear. Being in time of peace, there were not enough soldiers to put a force in the field sufficient to be effective until reinforcements could be sent in, and as it was the beginning of the rainy season, it was a task that could not be successfully carried out until dry and cooler weather. They made the attempt several times to run them down, but when they penetrated the dense forest, made more dense by a netting of running vines, they were stricken down by heat and fever and with difficulty returned to await a more opportune time.

The Indians, on the other hand, were as immune from heat, fever and death, save by a bullet, as an Egyptian mummy. They were as completely at home as a coyote. They wallowed in the streams and lay around under the dense foliage and sweat and slept in perfect safety all day. Then during the night they would take one of the numerous trails known only to themselves, and in a single file on a dog trot, pass out into the outer world, and among the settlers, to steal, destroy and murder those with whom they came in contact, unless it be a too formidable foe; in that case they would retreat to the trail just fast enough to lead them to their destruction by an ambush, for they are experts in the knowledge of how to "fight and run away, and live to fight another day." So when he takes to his honeycomb jungle you had better wait until he comes out again and then get him.

That is about what they did during the wet season. They fortified the towns and villages, patrolled the roads, captured a few occasionally and punished them according to evidence against them. Some were shot, some were hung, and others were exported to a distant state.

When it was cold enough for a campaign, the Indians were either killed, captured or driven back into the mountains, where a remnant is still in hiding and occasionally causes some trouble. The great majority are scattered over the country, as they were before the treaty, working on ranches and in mines and in mining towns. These have been located and a close watch is kept on them; they are not molested so long as they remain at work and act as good citizens should. On the other hand, if they at any time absent themselves from their place of residence

or post of duty, they are arrested, and if it is proven they in any way communicated or gave assistance to the broncos, they are treated as spies and punished accordingly. The task has been and is still difficult for the officers in this district to weed out the guilty and protect the innocent. Under these circumstances it would be impossible to avoid doing injury to innocent ones; but they certainly did not wantonly and cruelly kill innocent people as many writers have stated; and suppose some of them did wantonly and cruelly kill? Do not all countries at times wantonly and cruelly kill, and is it any wonder when all civilized nations, as well as Mexico, drill their children with



WHAT THEY DO WITH BAD YAQUI INDIANS IN MEXICO.

staff or stick, and are told by their smiling teachers it is necessary because some day they may be called upon to defend their country, and if not told in place of staff or stick they will have a real gun with which they must kill, it is no secret to them that that is the real object; and when they volunteer or are forced into the army and an officer gives an order to charge or fire it often means death to those guilty of no crime against the law. General Sherman said, "War is hell," and so it is, but Mexico is as considerate in war as other countries are, and in saying this I believe I am doing simple justice to Mexico and its rulers.

JAMES TOWNEND, Div. 208.

SONORA, MEX., May 7, 1905.

The Bride of the Pueblo.

Tell you about an interesting incident in my career as a justice of the peace? Why, certainly, I'll be glad to. Let me see—I have had so many experiences that I hardly know which one to choose. Would you like to hear a little romance that occurred many years ago in one of the Mexican districts of San Antonio? Very well, then.

One sleepy afternoon in August, while I was sitting at my desk in the courthouse, almost nodding, a stalwart young Mexican came up to me. He told me that he had come to ask me to perform the wedding ceremony for him and a



A TREE THAT BEARS THE RESULTS OF THE EVIL DEEDS OF TWO YAQUI INDIANS.

little *senorita* who lived in the "pueblo." The pueblo, as you no doubt know, was a Mexican settlement in the vicinity of Alazan creek. Upon my consenting to his request, he led me to a "hack" which stood at the door and in a short time we were at the bride's home.

If you have never seen a Mexican jacal, you will probably relish a description of this one. It was a tiny, squalid hut, scarcely tall enough for one to stand erect in, and was made entirely of tin, which had long since become battered and rusty. There was no floor to the building (if such it might be termed), nothing—save the bare ground. In the

little room there were several pieces of wretched furniture.

Young Jose, the groom, presented me to the bride, a perfect example of the Mexican type of beauty. She blushed prettily as he led her, half hesitatingly, up to me, and when we were introduced she hardly raised her eyes.

Then I began the ceremony, using, of course, the Spanish language. As I finished speaking the words, "If there is any one present who knows any reason why this ceremony shall not proceed, let him state it now, or forever after hold his peace," a shriveled old woman with gleaming eyes, exclaimed wrathfully, "I object to this marriage."

"State your reason, *senora*," I said.

"I say my daughter shall marry *Senor Juan Rodriguez*, her cousin," the old woman replied.

"How old is your daughter," I then asked.

"Between 18 and 19," was the sullen answer.

"Then in the eyes of the law she is her own mistress and may marry whomever she chooses."

"*Senorita*," I said, turning to the young girl, who was trembling violently, "is it your desire to marry this young *senor*, Jose, or do you prefer your cousin, Juan?"

"I—I do not love Juan, *senor*. I want Jose for my husband," she answered.

"Since that is the case, *senora*," I said to her mother, "you can do nothing in this matter."

As we started to proceed with the service, the old woman seized the girl's wrist and before we knew her intention was running with her towards the creek. Jose and I followed in pursuit, but the old woman and her captive outran us and when we reached the old house, she had barred and locked the doors.

I called the young lady to a window and there, with the bride inside and the groom outside the house, started to continue the marriage service, but the old woman snatched the girl away by her hair and dragged her, weeping, from the window.

I saw I could accomplish nothing at that time, so advised the young man to bide his time, and as soon as he got an opportunity to marry the girl to come for me. I was determined that the young couple should be married, and I was equally determined that I should be the one to perform the ceremony.

A few weeks went by. Then one night young Jose rode up to my house in hot haste. "*Senor, senior*," he cried breathlessly, "come quickly. The old woman is not at home. Everything is ready. Come, let us hurry."

And hurry we did. In a few moments after our arrival at the bride's home the happy lovers were man and wife. Jose had just given his bride her first marital kiss, when the old mother came in.

When she learned what had taken place, she became furiously angry. She raved and tore her hair, and abused every one in the room. And you may be sure I did not escape my share of her abuse.

"Now, senora," I said to her, in what I tried to make a soothing tone, "your daughter is married. Your storming will do no good now. Be wise, and give your son and daughter your blessing."

In a little while she was won over and told her children to kneel and receive her blessing. She even wanted to bless me, but I very gracefully declined the honor.

I wish I might stop at this, the happiest point in my whole story, but as this is fact, not fiction, I must continue to the end. About a month after the wedding, I saw in a newspaper an account of the murder of Jose Gonzales, a sheep herder.

"Jose Gonzales!" I said to myself. "Jose Gonzales! Why, that's the young man that had such a hard time to get married. I'll wager that rascal Juan Rodriguez knows something of this."

I went to the officers of the law and told them all I knew of Juan's jealousy, and hatred of Jose. They found that he had disappeared about the time of the murder. This and other suspicious acts fixed the guilt upon him, but as he had several days' start the officers never caught him.

So this was the tragic end of a beautiful little Mexican bride's romance.—*Julia M. Barnes, in the Sanantonio Dispatch.*

An Old Elegy.

These anonymous lines were found on the walls of the above church about 1841:

Thou art crumbling to the dust, old pile,
Thou art hastening to thy fall,
And 'round thee in thy loneliness
Clings the ivy to thy wall.
The worshippers are scattered now
Who knelt before thy shrine,
And silence reigns where anthems rose,
In days of "Auld Lang Syne."

And sadly sighs the wandering wind
Where oft in years gone by,
Prayers rose from many hearts to Him,
The Highest of the High;
The tramp of many a busy foot
That sought thy aisles is o'er,
And many a weary heart around
Is still forever more.

How doth ambition's hope take wing,
How droops the spirit now!
We hear the distant city's din,
The dead are mute below.
The sun that shone upon their paths
Now gilds their lonely graves;
The sephyr's which once fanned their brows,
The grass above them waves.

O! could we call the many back
Who've gathered here in vain—
Who've careless roved where we do now,
Who'll never meet again:
How would our weary souls be stirred,
To meet the earnest gaze
Of the lovely and the beautiful,
The lights of other days.

Greer, Disciplinarian.

Roxana's dog was an ill conditioned brute. He was a surly bull pup that had never met his master and delighted in making it most uncomfortable for those who sought Roxana's company. He was



OLD BLANFORD CHURCH, PETERSBURG, VA., BUILT IN 1735.—COURTESY BRO. FRANK BELL, 401.

not often docile, even with her, but she was so proud of his blue ribbon and ugliness that she endeavored to hide his delinquencies. Nevertheless, there were times when she would not have gone near him for the world.

One day he snarled at her before Goddard Greer, and that was the beginning of trouble. Greer was a college bred athlete who feared nothing on earth except perhaps Roxana. Enraged, he seized the luckless prize winner by the collar and bore him to the hallway, where he administered a strong argument, after which he turned the amazed animal loose down the back stairs. Goddard returned to the parlor, arranging his cuffs, but otherwise as usual. He stopped short as he faced Roxana, who looked like an outraged empress.

"A truly fine performance," she declared scathingly. "There is your ring. I never wish to see you again."

"What's up? I don't understand"—



NEGROES LOADING TIES C. O. & G. RY. NEAR NEWPORT, ARK.—
COURTESY G. C. MOORE, DIV. 554.

"If you think you can abuse my dog or any animal and keep my regard you are greatly in error. It is fortunate I discovered your true character before it was too late."

An amused twinkle lighted Greer's eyes. "Do you think if I let a dog snarl and snap at you I'd be better fitted to take care of you? The beast has been hunting trouble. Come, don't let us quarrel!"—

"I shall never quarrel with you again," asserted Roxana sternly, as though depriving him of some pleasant pastime. "Can't you accept a hint that I wish to be alone?"

Greer stood his ground. He tried to laugh, but not very successfully.

"Come, Roxie, forgive me. You know the old proverb: 'A dog, a woman and a walnut tree. The more they be beaten the better they be.'"

Roxana's eyes blazed as though she already felt the suggested chastisement. "Oh, is that your theory? Well, I decline to be the woman!" And she left him to meditate on the ingratitude of woman-kind. They had quarreled before, but never with what appeared to be such finality. When Greer called again Roxana was not at home.

He wrote, and his letter was returned unopened. About a week later Roxana, having passed a day shopping and dining with her friend, Mrs. Vining, decided not to wait Mr. Vining's delayed return, though he had promised to escort her home.

"I'll jump on a car, I'm not afraid," she declared.

"But, dear, it's nearly 10. Phil can't be long now," urged her hostess. But Roxana was obdurate.

"No, I shall be all right."

There seemed to be a delay on the line, for she had stood at the corner some minutes. Then a man joined her. Without looking she knew it was Goddard Greer. She was incensed. Had he followed her? Would he have the presumption to ride on the same car? As the headlight shot into sight she decided to wait for another car rather than risk his unwelcome proximity. Greer glanced inquiringly at her, but seeing that she made no move he likewise retained his position on the curbing. Roxana tapped her foot impatiently. It was absurd! Why had he not taken his car? When the next car appeared as one of them must make a move, Roxana hailed the motorman, mounted the step



COUNTRY HOME NEAR TUPELO, ARK., C. O. & G. RY.—COURTESY G. C. MOORE, DIV. 554.



PUBLIC SCHOOL BUILDING, ARGENTA, ARK.—COURTESY C. G. MOORE, DIV. 554.

and took her seat. From beneath her lowered lids she saw Greer standing sentinel on the platform. The car was empty, with the exception of a negro, and Roxana had traveled several blocks before the conductor came to collect her fare.

She opened her purse and looked hurriedly from one compartment to another. It was empty. Evidently she had spent every penny during the shopping expedition. But there remained her wrist bag, into which she frequently dropped small change. The conductor went forward to speak to the motorman. Roxana pursued the search. In vain she emptied out her belongings from the satchel. She found no coin. Then she unfastened her coat. Surely in the change pocket she would find a nickel. But the pocket was as bare as Mother Hubbard's cupboard. The conductor returned. Roxana was frightened. It was late, and she had quite a trip before her.

"I seem to have no change," she commenced nervously.

"Allow me." Greer handed the fare to the official, who looked questioningly at Roxana.

"No! I'll get off! Please

stop!" she decided promptly. Not for worlds would she accept assistance from Greer. She had dismissed him. He had no right to intrude in any way.

Heroically Roxana left the car and walked north. She had never been alone on the street so late, and, remembering the distance, the darkness and the loneliness of the blocks, she was really alarmed. She did not fear the pedestrians she met as much as those who overtook her. She dreaded the sound of footsteps behind, conjuring up all sorts of horrors. As she hurried up the deserted thoroughfare it seemed to her that some one followed. If she hastened, the pursuing footsteps quickened. When she slackened speed, the other did the same. It frightened her, and she became breathless. With the passing minutes her terror gained. She began to run. Then the dread became

a certainty. The other one would soon overtake her. What if that negro had seen her gold purse?

Across the avenue she saw an alley. She had heard that thieves often evaded arrest by disappearing in the darkness of such places. If she cut through might not she, too, escape? Desperate, half hysterical, Roxana made a sudden rush



C. O. & G. RY. STATION, HOT SPRINGS, ARK.—COURTESY C. G. MOORE, DIV. 554.

across the road. A street car grazed her shoulder, the motorman cursed as he reversed the lever. Terrified, she had all but reached the desired shelter when a strong hand grasped her suddenly by the arm. She tried to scream, but no sound came. Lifting her eyes, her glance met Greer's, looking sternly at her.

"I guess that will do for one night," he remarked coldly. "Come over to the drug store while I phone for a cab."

Completely unnerved, Roxana followed. The reaction had been sudden. She tried to remember what they had quarreled about, but could only feel relief in his presence. Greer ordered the cab, then went outside to wait.

"Come," he commanded tersely on its arrival.

Gratefully Roxana obeyed. Then as he was about to close the door she found her voice. "Don't leave me."

"I've no intention of doing so." And he mounted by the driver. When they reached her home Roxana's eyes were suspiciously red.

"Well?" said Greer. The bull pup sniffed respectfully at his boots. Greer stooped and patted him on the head. "The dog forgives me"—

"Then its mistress can do no less," she admitted.

"A dog, a woman and a walnut tree"—began Greer, teasingly.

"Hush, hush!" whispered Roxana, with her hand on his lips. "You know I never really believed"—

"Of course not," he agreed promptly.

Then, as his arms tightened about her, "But, oh, Roxie, don't let us play that game again."—*B. Hayden.*

A Lackawanna Lochinvar.

It was Eager's first vacation in ten years, and he had started out with a deliberate determination to make the most of it. None the less, when he went back into sleeper No. 2 to gather up his belongings for the stop at Buffalo, he had a feeling that fate had been distinctly unkind to him. Miss Brazelton had been his fellow passenger all the way across from Omaha; and it was only at breakfast in the dining-car, on this second morning, that he had become aware of the fact.

"That's what I call beastly hard luck!" he growled, jamming the loose things into his suit-case with an utter disregard for his usual orderly habit. "It was the chance of a lifetime—a chance that I'll never get again if I live to be a hundred. And I missed it!"

Not to miss anything else, he hurried through his own preparations for debar-

ation, and so earned a minute or two to go back to her in sleeper No. 1.

"It's rather an eleventh hour offering, Miss Brazelton, but can I be of any assistance to you here?" he asked. "I believe you said you were not going through?"

"Oh, no, thank you," said Miss Alicia, smiling sweetly up at him. "I am to stay over until Tuesday morning with Aunt Van Alstine, and there will be some one at the station to meet me—Cousin Percy, perhaps."

He wondered if she added Mr. Percy Van Alstine's name with malice. Out in Red Mountain, Wyoming, she was the reigning princess, and she took tribute from all; not because her father, the copper king, owned that particular portion of the earth and the reversion of it, but in right of her wit and beauty. Eager had built the railroad which had opened up the copper king's bonanza, but he did not presume upon that. He was well aware of the social distances lying between a mere builder of railroads and Jasper Brazelton's daughter—if Miss Brazelton cared to insist upon them. But he tried manfully to forget the Brazelton millions when he said:

"I'm awfully sorry I didn't know you were on the train. To think that we've been riding within a car-length of each other since yesterday morning!"

She made a bewitching little mouth at him. "Isn't it perfectly harrowing! And now you are going on to New York—"

"No," he hastened to say; "I'm stopping over, too. It's a vacation trip for me—my first in ten years—and I am going to do it thoroughly. There is a little old worn-out farm up on the north side of Ontario where all the Eagers began; I mean to run over and have a look at it."

"Oh," she said; "I wish I had some reminiscences."

He laughed. "I've promised myself a lot of them on this trip. After the Canadian episode I shall come back here and make a daylight run over my old home road, the Delaware, Lackawanna & Western. You didn't know I started out as a plug operator, studying engineering on the side, away back here in the effete East, did you?"

She made room for him on the seat beside her. "Sit down for the few minutes we have left," she commanded. "I am beginning to think I don't know you at all, Mr. Eager. Are you really the person they call 'The Big Boss' out on the Red Mountain Extension?"

He laughed again. "I suppose so; only I'm trying to forget it for a few days. There isn't much room for sentiment in keeping that depraved piece of track

alive, summer and winter. But now I am going to turn back some of the leaves and be young and irresponsible for a little while. Don't you envy me?"

"I wish I might be there to see," she said, enthusiastically. "You'd never be able to give me little shivers of awe again, as you did that day when I wanted to ride down Red Mountain on the engine and you wouldn't let me."

"I wish you might," he echoed; and then the train came to a stand in the station, and he took her to the entrance to turn her over to Mr. Percy Van Alstine, who was waiting with his automobile, purposely dodging an introduction to that gilded son of fortune.

This was how it came about that

trusting Van Alstine's present opportunities with his own, and the contrast threatened to spoil his holiday.

All things considered, he was in no very joyous frame of mind when he went to the Buffalo station on the Tuesday morning to take the train for New York. He was a few minutes early, and while he was glancing over his copy of the *Express* and waiting for his train call, there was a bustle at the entrance, a soft *frou-frou* of feminine draperies, and he was suddenly accosted by a well-groomed little lady who was calmly surveying him through a pair of ivory handled eye glasses.

"H'm; you are Mr. Percy Van Alstine's man, I suppose," she said, with



GREAT AND SMALL LOCOMOTIVES OWNED BY THE CENTRAL OF GEORGIA.

No. 802 is a narrow gauge passenger engine, and the 1023 is what the men call a battleship, two extremes which must be seen to be appreciated.—Courtesy of Bro. G. H. Smith, of Div. 409.

Eager's Canadian side trip was marred by a picture of the New York yachtsman and man-about-town helping Miss Alicia up to a seat in the tonneau of the big Panhard. He knew the Van Alstines by hearsay. They were relatives by marriage on the Brazelton side, and they were made of money; at least, that is the way Eager phrased it. Percy, the son of the railroad president, had visited the Brazeltons at Red Mountain, and his good-natured contempt for all things western remained a proverb in the copper camp. Rumor had it that Miss Alicia meant to keep the copper millions in the family by marrying Percy. Eager refused to believe this, but he could not help con-

trasting Van Alstine's present opportunities with his own, and the contrast threatened to spoil his holiday.

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Percy has found, to be sure! I understood him to say that his new paragon was English; but that bow was certainly Louis Quatorze French."

"Y—yes," murmured Alicia, struggling desperately with her emotions; "or— or Wyoming French, as we'd say at Red Mountain. Isn't he fine looking?" "Much too fine looking for a servant, I should say. Why, he must be six feet, and Percy would have to take two steps to his one." The Van Alstines were all small.

Alicia pinched herself furtively. She had not felt so utterly and abandonedly schoolgirlish in years. By a supreme

prompted the chaperon— "Will Miss Brazelton also have a cup of tea?" he asked, gravely; and when he was gone to fetch it, Alicia had symptoms of a violent return of the emotions.

"He is certainly a treasure," sighed Miss Van Alstine, sipping her tea contentedly. "So deferential, and— and so, you might say, anticipative. You can hardly think your wish before he has set about gratifying it. He says his name is James, but I can't begin to make him tell me where he has been in service. I'm sure it must have been an earl's household, though, at the very least."

"Thank you—James," said Miss



ENGINE NO. 3, DEERING & SOUTHWESTERN RAILWAY, BRO. W. H. GREER AT THE THROTTLE.

This is an old Schenectady locomotive, built when Wm. McQueen was Superintendent, and John Ellis President. It was the 328th locomotive built by the Schenectady Co., and is still in good condition.

effort she managed to suppress the wild desire to shriek when Eager came deferentially to put them on the train; but once safely in the parlor car she fled to the retiring room to have it out with her emotions. To think of the dignified, manmastering chief engineer of the Red Mountain Extension posing as her aunt's lackey!

When she emerged, the train was swinging along on its way to Mount Morris, and Eager was bringing Aunt Van Alstine a cup of tea from the buffet. "Will Miss—er—a—" "Brazelton,"

Brazelton, when he came with the second cup of tea, and her eyes were dancing.

It was just then that the train conductor came through. For one moment he stared open-mouthed at the big figure standing at the back of Miss Janet's chair. Then, with a mighty hand-grasp: "Why, Jim, old man!"

Eager hurried him off out of earshot, and Miss Van Alstine put up her eyeglasses.

"How very odd!" she murmured.

"Isn't it?" gasped Alicia. "Do you suppose the conductor has also been a

member of an earl's family—below stairs?"

When he could break away from the conductor, Eager came back to ask if there was anything else he could do for the ladies; and being given a recess by Miss Van Alstine he disappeared. From her post at the window Alicia saw him dropping off at each station to be welcomed with shoulder clappings and hand wringings by the men of his old service, and it moved her curiously. Ten years intervened, so he had told her, and it was quite impossible that he should have kept up his connection with his old time work fellows. Yet the welcomings

After which he disappeared, as a servant should; and Miss Brazelton pouted prettily and thought the play had gone on long enough.

After dinner Miss Van Alstine composed herself for a nap, and Miss Alicia changed her seat and waited. He came, after the proper interval, and she motioned him to a seat in the reversed chair opposite her own.

"Don't you think you have kept it up quite long enough?" she asked.

"The little comedy, you mean? It was none of my play writing. Your aunt merely took me for granted, and I couldn't do less than help her out, could



DEERING & SOUTHWESTERN RY., CONSTRUCTION THROUGH SINK LANDS IN MISSOURI.

—Courtesy Bro. W. H. Greer, Div. 595.

were hearty and unfeigned, and out of them she picked a new point of view. Beneath the outward and conventionally social shell, which was all she had ever seen of him, there dwelt a man in the deeper, truer sense of the word; a man who could make friends and keep them. She had never known a true "man's man," and the glimpse was very satisfying.

When the dining car dinner was announced, Eager was punctiliously at hand to take his charges into the car, to see them seated, and to bespeak their service.

"I? But tell me, how did it happen?"

"Oh, it was simple enough. Cousin Percy—Mr. Van Alstine—had to go to New York last night; some yacht club meeting, I believe. He was to leave his man to go down with us today, and the man was to meet us at the station. Just why Aunt Janet should pounce upon you—"

"That's easy," interrupted Eager. "I doubtless looked the part. Have I played it decently well—for an understudy?"

"So well that you'll have a lot of trouble in convincing Aunt Janet that

you are not really the prince of serving men, and an ex-member of an earl's household, I'm afraid."

He laughed as one whose troubles are light.

"Why must I try to convince her?"

Miss Alicia drew herself up with a little air of wounded *amour propre*. "Don't you think you owe it to me?"

That was a point of view which had not occurred to Eager. The thought that she cared warmed him suddenly. Still, he would have temporized; was temporizing when she cut him short.

"No, you must tell her, or there will be consequences. Mr. Van Alstine will leave New York on the 1 o'clock train and come out to meet us—somewhere about Delaware Water Gap, isn't it? And then things will become impossible all at once, won't they?"

"Rather," he admitted; then he had a flash of inspiration, or at least of premonition. Van Alstine's air of proprietorship, his solicitous care for his aunt and Miss Brazelton, his doubling out from the city to have a few hours en route with them, the Red Mountain rumor of his wooing—all these things pointed to one of two conclusions; he either had his answer, or he was expecting it *pronto!* as the Red Mountaineers would phrase it.

Eager glanced at his watch. It was 2:30. The train would reach Stroudsburg, the farthest westward point Van Alstine could make at 4:51. Therefore he, James Eager, had two hours and twenty-one minutes in which to make up all the time lost since it had begun to dawn upon him that life without Alicia was going to be a barren desert. He gathered himself for the race. If Miss Van Alstine would only be good enough to sleep soundly and long!

"Would you like to go out on the observation platform for a while?" he asked.

Alicia said yes, and he got two of the porter's little camp stools and led the way, edging past Miss Janet's chair as if it held all the sleeping babies in Lackawanna County.

Happily, the rear platform was otherwise unoccupied; but now the man who had never found himself lacking words to command or persuade other men, discovered that he had suddenly become tongue-tied. So they sat in such silence as the drumming wheels permitted, looking out upon mile after mile of the beautifully aligned track as it reeled away into the perspective of the golden summer afternoon; and when at length speech came to him it was the speech of the engineer instead of the lover.

"Do you know enough about practical railroading to appreciate this, Miss Brazelton?" he asked, wishing from the bottom of his soul that he could think of

something more pertinent to the unspeakable subject.

"I suppose I don't," she admitted. "I only know when I'm cozy and comfortable."

"You will never be more comfortable on a railroad train, I think," he said, musingly; adding, as an afterthought: "not even on the Red Mountain Extension."

She smiled encouragement. "I'm sure you couldn't say more than that for the D. L. & W.—loyalty itself couldn't say any more. But really, Mr. Eager, isn't one railroad a good bit like another?"

It was a terrible temptation to go off at a tangent among the technical details—to prove by length and breadth why some roads were exactly like others, only a great deal more so. But a furtive glance at his watch put that fire out with a blink. Thirty-one minutes of the precious interval were gone, and he had not yet made a beginning.

"For pity's sake don't make me talk shop!" he entreated. "I've lived it so long that it has become second nature; an ingrained habit."

She looked up quickly. "It is a good habit, isn't it?—the working habit, I mean. I like men who do things, and I haven't known very many of them."

Eager thought of Mr. Percy Van Alstine who was a conscientious idler, and took courage.

"Do you really mean that, Miss Alicia? But I'm afraid a working man wouldn't make a very satisfactory husband, from your point of view," he ventured.

"What makes you say that?" she demanded. He was not prepared to go very deeply into details, with time pressing so sharply, and Aunt Van Alstine likely to awaken any moment and put an end to the *tete-a-tete* between her niece and a serving man. But he blundered through some sort of an outset of the facts as they appeared to him: the man's work must necessarily divide time with sentiment; he might love in every fibre of him, but there would be times when he would have to break away from the charmed circle and go out to do battle with men and things.

The sweet lips were almost scornful when he had made an end. Miss Alicia was her father's daughter; and Jasper Brazelton had fought his way up from mediocrity to the million mark by sheer force of character, and an unlimited capacity for hard work.

"How little you know about women!" she exclaimed. "Are we, indeed, so contemptible in your eyes as to figure only as spoiled children to be petted and indulged and amused? Has it never occurred to you that the vicarious ambition of a wife

for her husband's success might be as strong and enduring as his own ambition to win that success for her sake?"

Her retort braced him like a cool blast from the hills. How miserably he had been misjudging her! Her words bit deeply. He had been thinking of her as a child to be petted and loved and shielded: and instead she was a woman, pure, true and noble, unspoiled by her father's millions—untouched by them in any part. His love caught instantly among these new and unsuspected fagots and flamed up like a beacon fire on the heights.

"Alicia!" His voice was low and impassioned, and there were words enough now to come torrent-wise from heart to

he was so tall and big and masterful that she did not feel equal to attacking him on his feet.

"I am greatly disappointed in you, James," she began frostily. "I understood you came to Mr. Van Alstine well recommended. I should like to know in what service you learned to place yourself upon terms of equality, not to say of intimacy, with the young ladies of the household?"

A slow smile wrinkled about the eyes of the young man under fire.

"I hope you didn't scold Miss Brazelton," he said, mildly.

"We will leave Miss Brazelton by name out of the conversation, if you please,"



AN INTERESTING STUDY, A MISFORTUNE IN WHICH NO ONE WAS HURT. But the margin of safety was narrow as will be seen.—Courtesy A. I., Div. 435.

lip. But before he could say one of them: "Alicia" said an austere, and icily austere, voice above and behind them.

They both started guiltily, and Alicia rose with more haste than dignity. Her aunt was standing in the car doorway, and there was plain horror in her face.

"James," she said severely, "I will thank you for a cup of tea." And when he was gone: "Alicia, my dear, I am positively—shocked!"

Miss Brazelton was invisible when Eager came from the buffet with the cup of tea. Miss Van Alstine took it gingerly and motioned to the vacant chair in front of her. There were things to be said, and

declared Miss Van Alstine, loftily.

"Oh, but we can't, don't you know," he protested, with imperturbable good-nature. If you had given me one minute more I should have asked her to marry me."

If he had taken a bomb from his pocket, lighted the fuse and laid it in her lap, Miss Van Alstine would not have shrieked more sincerely. To be sure, it was a decorous little shriek, not calculated to alarm the car; but it was none the less eloquently expressive.

"Mercy on us!" she cried. "Is the world coming to an end?"

"We are credibly informed that it is,

in the fullness of time," he remarked; but she went on without heeding him.

"I'm glad your — your master is coming to meet us!" she gasped. "He will know what to do with you. You really ought to be arrested!"

Eager laughed outright. The little glimpse Alicia had given him of her true self made him very daring. He looked at his watch. In twenty minutes the speeding train would reach Stroudsburg, and he knew the service of his old line well enough to be sure it would be on time to the second.

"Listen a moment, Miss Van Alstine," he said, quietly. "A few hours ago you

"She — she dared you? — a — a serving man?"

He laughed again. "You forget," he insisted amiably; "I am Mr. Percy Van Alstine's valet only in your imagination. Permit me," and he gave her his card.

She examined the bit of bristol board through her eye-glasses as if it might be a thing explosive. The address, "Red Mountain, Wyoming," explained something, but not all.

"So you knew Alicia out West?" she said, and her tone was still unfriendly.

"I have known her ever since she went home from Bryn Mawr. I built the railroad to her father's mines," he rejoined.



ENGINE 501, MARRISSEY, FERNIE & MICHEL RAILROAD, B. C.

Bro. W. C. Cavanaugh, Div. 241, Engineer; John Garbutt, Fireman; Fred Clifton, Conductor; A. Clark, Brakeman.—W. C. C.

did me the honor to place yourself and your niece in my charge for the journey to New York, under the impression that I was your nephew's serving man. I suppose I should have declared myself at once, and I apologize most heartily for having done so. But Miss Alicia dared me —"

Now there is a limit to the number of shocks which even a well-balanced chaperon can endure in a given number of minutes, and Miss Van Alstine hastily gave him the tea-cup to keep from dropping it.

"Well," she said; "my niece is as good as engaged to Mr. Percy Van Alstine. I still think you have taken most unwarrantable liberties, Mr. Eager."

He suddenly became aware that Alicia was standing at one of the broad windows in the observation end of the car, and he rose and bowed.

"If you will excuse me, Miss Van Alstine, I will take another. My time is growing rather limited. And I thank you for that word 'as good as.' I was a little afraid I might be too late, after all." Whereupon he gave the cup and saucer to

the porter and went openly to join Miss Brazelton.

"Will you come out on the platform again, just for a little while?" he begged. "The—the scenery is very beautiful from this on down to the Gap."

She went with him, not unwillingly as he remarked with thrillings of joy, and together they stood under the "umbrella roof" looking back upon the reaches of the track swinging rhythmically to right and left with the sweeping curves.

"In ten minutes we shall reach Stroudsburg and Mr. Van Alstine," he said, when he had given her time to recover her poise. "By all the rules of the game, I suppose I ought to give him his next move,

shall do bigger things and better things, I hope."

She gave a quick glance over her shoulder at the plate glass window behind them. "Do you suppose any one is looking?" she murmured.

He bent quickly and took her face between his palms.

"I don't care if all the world is looking," he asserted; but only a track-walker, stepping back to his place between the rails on the passing of the train, saw the sentimental little tableau on the rear platform of the parlor car.

"See there, now!" he said, appreciatively. "Well, well; I was young wance, meself. 'Tis little the gran' scenery av



TRAIN SHED, UNION DEPOT, TORONTO, CAN.—C. L. DEO, PHOT.

but it isn't in human nature. I love you, Alicia; that's the short of it. There wouldn't be time between here and New York to tell it the other way."

She made a charming little face at him.

"In spite of my father's money?"

"Leave your father's money entirely out of it. It is you—you—you, Alicia."

She drew a long breath that ran into a little shuddering sigh of contentment, and for a purely imaginary lurch of the car slipped her arm through his.

"And you won't be afraid that I shall spoil your work?"

"You will be my inspiration, dear; I

the Wather Gap'll be troublin' thim two!"

Truth to tell nothing troubled them from that on; neither the qualified approval of Aunt Janet, which they instantly sought, nor the advent of Mr. Percy Van Alstine, promptly on hand and waiting for the train at Stroudsburg.

Yet it is only fair to say that Cousin Percy sat upon his disappointment like a man and a gentleman, even going the length of offering the "Nautilus" for the wedding cruise. But Alicia laughingly declined.

"No," she said; "we are going to make our wedding journey over the D. L. & W.,

stopping off at all places where Mr. Eager used to dispatch trains and things, and I am to meet all his old friends. I can't think of anything more delightful than that."

"By Jove, now! that's the most original idea for a wedding trip I ever heard of," said the defeated one.

But it was precisely what they did.

FRANCIS LYNDE,
(St. Elmo Station) Chattanooga, Tenn.

Blackmail.

BY H. B. M. WATSON.

"I never give my photographs away," said Miss Moreton, primly, the dimple displaying itself almost ostentatiously in her cheek.

"But I am an old friend," said I. "Surely an old friend doesn't count?"

"It's not the same thing," said Miss Moreton, vaguely. "Of course, it would be different if——" She ceased, apparently not knowing how to go on.

"Oh, very well," said I, with a sigh. "At any rate, I've got something to go on with."

She glanced at me swiftly, and then looked down the room, where the people were chattering.

"If one gave to one, one would have to give all," she said, oracularly.

"I'm thankful I have that snapshot, at any rate," I said.

"Snapshot?" she asked, looking at me suspiciously.

"Why, yes," said I. "You remember, in the boat at Goring last July. I took one of you then."

"I have no recollection of it," she said, coldly.

"It was rather a good one, but, of course, not well developed, and, naturally, not one of you at your best. But, at any rate, it's something."

"What sort of one was it?" she inquired, with interest. "You've no right to take photographs without telling one."

"On the contrary," I replied, "it has been held in law that you may take what photographs you will; only you mustn't sell them. I'm not going to sell yours."

"What is it like?" she inquired, ignoring this.

For answer I dived into my frock coat pocket. "I have a print here," I said. "I've not fixed it properly, but you can get an idea. It was when you were laughing at a story of Travers."

Miss Moreton almost plucked the photograph out of my fingers, and examined it. "How abominable of you!" she said.

"It's perfectly ridiculous. Good gracious, I don't open my mouth like that!"

"It's a pretty mouth," said I.

"It's a detestable grimace, and all out of drawing," she declared, with visible annoyance. "Amateur photography is all like that. People have no right to be let loose with cameras they don't understand."

"It's all I have," I pleaded. "If you would let me have a real one of you, I would willingly sacrifice it."

Miss Moreton appeared to hesitate. "Certainly not," said she at last, with decision. "And you must please destroy these."

"That's the only print I have," I said, meekly.

She eyed me for a moment, and then suddenly stooped and thrust it into the fire.

"I'm glad to hear it," she said, shortly.

I made no attempt at rescue, but watched the poor thing burn.

"Then you are going to let me have one of yours?" I said.

"Indeed, no such thing!" she replied, and walked off towards a group who were discussing Mr. Beerbohm Tree. I sat down beside a young lady in furs, and entered into a disquisition on motor cars, of which I knew nothing. Presently, Miss Moreton passed us.

"Do you prefer a Panhard or a Mercedes?" I asked her. She paused. "I don't know the difference," she said.

"Oh, do you motor?" asked the young lady in the fur coat, with enthusiasm.

"Miss Moreton rows," said I. "She punts very well, but she's not a first-rate hand with the sculls."

"Indeed?" said Miss Moreton to me distantly.

"At least she's unconventional in her style," I went on. "Sometimes she catches 'crabs.'"

The young lady in the fur coat tittered, but Miss Moreton looked at me with displeasure.

"I don't pretend to all the accomplishments," she said.

"Nor do I," I replied. "But I can take a sort of photograph. I have one of a 'crab.'"

She was going on, but hesitated. It was I who rose and bade my motoring acquaintance good-by. I walked towards my hostess and the door, but ere I reached the former I found Miss Moreton at my heels.

"What do you mean, Mr. Mallison?" she asked quickly. "Why do you talk about 'crabs' and photographs?"

"Oh, I only remembered that I took another snapshot last year," I replied.

She was silent for a moment, and then, "Please explain," she said.

"Don't you remember when you went over and Travers picked you up?" I asked. "I was just going to take a beau-

tiful picture of your head, and it turned out—"

"Yes," she said, now quite rosy-red "and what did it turn out?"

"Oh, it was a picture of your heels and your—"

"How abominable of you!" she interrupted, hastily.

"But you can see your head also," I assured her. "Your falling—I mean, leaning—backwards, with a terrified but fascinating smile on your face, and your skirt is—"

"Of course you will destroy it at once," she interrupted with her former haste.

I demurred. It really is a very good

handsomely flushed now, and her eyes bright with anger. "It's monstrous that I—that one hasn't any command over one's own—own person."

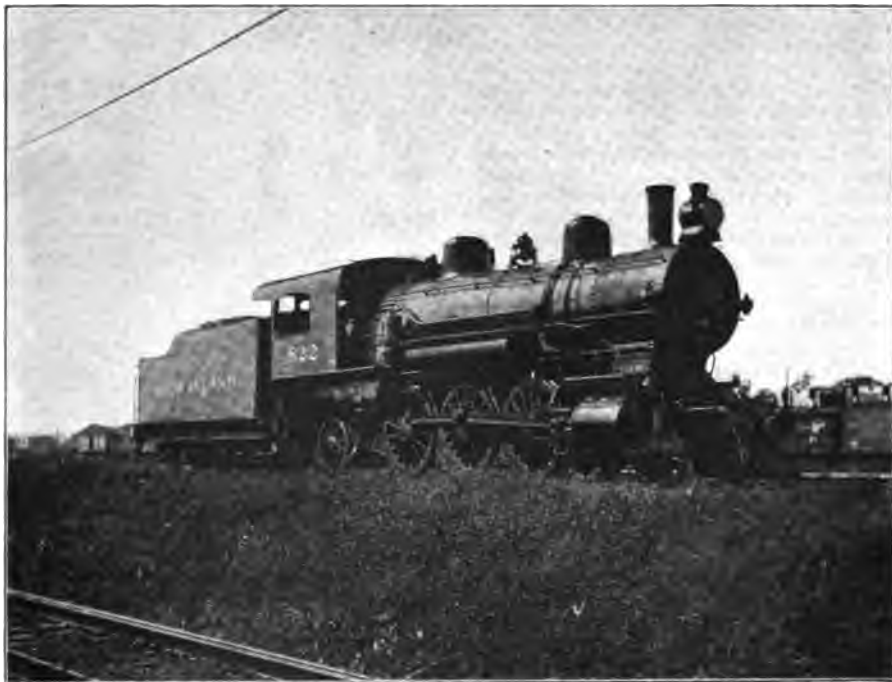
"You hadn't any command at that moment," I said.

She cast me a fiery glance and bit her lip as if on something she had decided to suppress. I think she determined at that moment to try diplomacy.

"Tell me," she said, in a milder voice, "tell me exactly what it's like, and how I'm—how I came out, I mean."

"Well, you know what happens when you catch a 'crab,'" I said, evasively.

"Yes," she said, doubtfully. "You



ENGINE 822 PACIFIC TYPE LOCOMOTIVE, C. R. I. & P. RY.—Courtesy Bro. J. Smith, Div. 60.

one of you; at least, of part of you. If you could see it—"

"I don't want to see it," she broke in. "You must destroy it at once."

"But it's the only thing I have of you, now that you've burnt that," and I indicated the fire.

"You've no right to any of me. I don't see why you want one at all," said Miss Moreton, hotly.

"I don't say I have any right," I replied, meekly; "but I'm going to stick to what I have. After all, it's mine. I took it."

"It's perfectly disgraceful of you, and—and—the law," declared she, her face

mean—am I—do I—?" She hesitated almost wistfully.

"Well, you do, rather," I answered reluctantly.

"Mr. Mallison," she said earnestly and very persuasively, putting a hand on my arm, "you will destroy it, won't you?"

It was pretty; it was pathetic; it almost succeeded.

But I hardened my heart. "On one condition," I said, slowly, "and it's a very easy condition. I might make much better terms."

Miss Moreton flounced away indignantly, and I proceeded on my way to her mother to make my adieux. The room

was fairly empty now, and I was following a little knot of departing guests into the hall when I heard my name reiterated earnestly and softly. I turned.

"Mr. Mallison, I wish you would stay just one moment," said Miss Moreton. "I—" She hesitated, glanced about the emptying room and then moved towards the back of it, where a little antechamber gave upon it through wide folding doors. I followed.

"You really mean what you say?" she asked suddenly, confronting me. I said that I did. "Very well," she said bitterly. "It's the most atrocious conduct of you, and I'll never forget or forgive it. But—"

She angrily tossed open an album on the table and at last stopped. I bent down and a beautiful face on fair shoulders, crowning a pretty evening gown, looked at me with a charming smile. I looked at my companion. I wished she would smile like that at me, but even in her anger she was wonderful. Her gaze expressed coldness, distance * * * contempt.

"It's a most magnificent likeness," I breathed fervently. "It's—it's divine."

"It's said to be good," said Miss Moreton, indifferently.

"It's the most beautiful picture I've ever seen," I said.

"Do you think so, really?" asked Miss Moreton.

"It's your living, breathing image that looks out on me," I continued.

"They do take very well, as a rule, those people," said Miss Moreton, affably.

"You can't wonder that I want it!" I exclaimed. "I'd give anything for—"

"Well, you can take it, if you'll give me your word to destroy the—that other thing," said she, in a not unfriendly voice.

I promised, and she graciously helped me to extract the photograph from the album. I buttoned it safely over my heart in my pocket, but Miss Moreton, having completed the bargain, of course, took no more interest in the matter. She was gazing down the room at someone else. But a thought occurred to her.

"You haven't shown that—that absurd snapshot to anyone?" she asked anxiously.

"Oh, no," I said. "I've never printed it."

"Oh!" she said; "but you said—"

"Well, you see, I could make out some patches and a foot, but I broke it, unfortunately, as I was developing it."

Miss Moreton's mouth was firm. "Mr. Mallison, give me back that photograph," she demanded.

"But I'm going to finish the breakage," I protested.

"Give it to me back at once," she insisted, advancing on me. I was driven to

bay. Besides, the rest of the room might hear us.

"I'll give it back if you'll give me the original," I said, boldly, but quite low.

Miss Moreton paused; she was taken aback. Her face flushed warmly.

"I—you—oh!" she stammered. "Mr. Mallison!"

"Is it a bargain?" I asked anxiously, holding out the photograph towards her.

She hesitated, the pretty glow still on her face, and she was not looking at me.

"You are—oh, you are dreadful!" she said with a tiny, troubled laugh. "But, in that case, perhaps you'd better keep the photograph."

"On second thoughts, I'll take both," I said.—*London Sketch.*

Labor Unions and Trusts Compared by a Minister.

If Lawson and Folk and Steffens and Miss Tarbell keep up the race, the only clean, respectable institution left in the country will be trade unionism.

By the time Miss Tarbell got through with the Standard Oil Trust, it hadn't a shred of decency left. The criminal word "plunder" was written all over it. She proved it to be a gigantic pyramid of wreckage. The popular opinion of Rockefeller today is not that he is an organizer but a conspirator.

Where she dropped the story Lawson has picked it up. He doesn't write from the outside, like Miss Tarbell. He is an insider, and knows more about the tricks of monopoly. According to him the whole gang of Wall street millionaires, from Morgan down to Addicks, is nothing but a crowd of "sure thing" gamblers and gold brick swindlers.

Even the semi-gods of insurance, who have been sitting on the topmost peak of respectability, wearing halos and pretending to be protectors of widows and orphans, are accused of being runners of Wall street gambling concerns.

Folk and Steffens are busy painting the word "graft" on the leading business men of American cities. If what they say is true our corrupt politicians are only the hired burglars of our chamber of commerce. They are sent into public offices to hand out special privileges just as a boy is sent into a back window by a housebreaker to hand out the silverware.

Now, what do you think would happen if all those charges had been against labor unions? Give Gompers the reputation of Addicks, and how long would he be at liberty? Give John Mitchell the black record of John D. Rockefeller, and what would the coal trust do to him in its righteous wrath?



GENERAL COMMITTEE OF ADJUSTMENT ILLINOIS CENTRAL RAILROAD.

- J. A. McCann, 225.
- C. J. Singleton, 577.
- W. Fitzpatrick, 426.
- J. A. Metzger, 512.
- H. F. Esay, 114.
- T. J. Hunt, 93.
- O. G. Barnett, 93.
- A. C. Turley, 215.
- C. H. Hammond, 99.
- T. Inskip, 602.
- A. Backus, 37.
- H. Robins, Chr., 602.
- L. Burns, 10.
- I. D. Hatney, 410.
- S. W. Tate, Sec., 23.
- I. M. Edwards, 24.
- E. T. Gregory, 226.
- J. D. Harrell, 196.
- J. O. Pearce, 485.

If what is now being proved against the beef trust were proved against the American Federation of Labor, Congress would hold a special session and wipe it out of existence. Every pulpiter in our forty-seven States would roar his indignation, and the W. C. T. U. would send in petitions against unionism ten miles long.

Suppose that the criminals who were dug up in St. Louis by Folk had all been trade union officials, do you think that they would have escaped punishment so easily? Every one of them would be today behind the bars.

Suppose that the death-ship "General Slocum" had belonged to the Shipbuilders' Union, don't you think that someone would have been punished for those 1,020 deaths? Suppose the Iroquois Theater had belonged to the Carpenters' Union, do you think such a tragedy would have ended up in a general whitewashing?

The fact is that trade unionists have to live up to a higher standard of morality than any other class of citizens. They are under the law, not over it like the trusts and the judges and the lawyers and the politicians. If they make one slip, down goes the net and they are caught. You may be sure that when labor leaders are at large, it is because they have a right to be left alone. The same cannot be said of any millionaires.

Do you know that union officials handle millions of dollars every year, yet how seldom do you hear of any dishonesty? The Moulders' Union alone last year had an income of over \$650,000, and everything right to the penny.

The present treasurer of the Bricklayers' Union has held the job since before most of the members were born, and never had a cent go astray. These are not exceptions, but simply show the general rule.

In money matters the record of trade unionism is better than that of the banks or the insurance companies. Did you ever hear of a union losing its funds by backing a Wall street game? Did you ever hear of one labor organization that lost money on "Steel Preferred" or "Amalgamated Copper?" Did you ever hear of a trade union capitalizing itself at \$50,000,000, and selling the stock to its members? Can you name one prominent labor leader who has ever been caught in such dirty and disreputable finance as the shipbuilding trust, promoted by that anti-unionist, Charles M. Schwab?

In all the probing of political corruption that has been going on in the past few years, have you heard of any trade union that has been bribing legislatures and stealing franchises? Not one. There isn't a church in the United States that

has a cleaner reputation in this respect. Have you even read of a divorce scandal in true union circles?

There is no cleaner, or more honorable piece of cardboard in the country than a paid-up union card. No corporation charter or professional diploma can compare with it. The man who belongs to a union can hold his head high and say, "I belong to a straight crowd of men, who want nothing but what belongs to them."

Both mentally and morally the skilled worker of America can take his stand with the best. Nothing but modesty keeps him down. A few days before he died, John Swinton, that noble champion of wage-workers, said in a public meeting:

"I am free to say, after mingling for a lifetime with men of all sorts and conditions from Wall street and Herald Square to the Santa Fe River and Pike's Peak, that the workingmen's union contains plenty of members whose mental caliber is equal to that of the most prominent men in business or finance."

I am not saying that labor leaders are stained glass angels, or that trade unions never make mistakes, and never do wrong. But I do say that when you compare unions and their leaders with capitalism and its leaders, unionism will take the prize from any fair-minded jury. And long after capitalism has toppled to its fall, unionism will be on top of the earth and carrying on better business in a better way. That's all.—*Rev. Herbert N. Casson, in San Antonio Weekly Dispatch.*

Amalgamation in England.

The Associated Society of Railroad Servants, which includes all classes from trackmen to engineers, and the Associated Society of Locomotive Engineers and Firemen are having a rather heated discussion over the subject of amalgamation, the former evidently desirous of absorbing the latter, but the engineers would have all the engineers join the A. S. L. E. & F. and federate whenever that was necessary to produce results. The *London Railway Review*, representing the A. S. R. S., has presented seven leading articles contending for amalgamation, in which have appeared some sharp paragraphs which induced sharp answers from the A. S. L. E., an evidence that they are wide apart in some things, and the surprising information given in the debate is the number of engineers in proportion to the whole which belongs to either society.

The *Railway Review* of June 16 contains the following:

THE A. S. R. S. AND ENGINEMEN.—VI.

IN the discussion of any question it is necessary to find some common ground of

agreement; some fundamental point from which it is possible to start together; some solid foundation on which to build. Is it possible to find such a foundation in the present case? We believe it is. That common ground may be found in the fact that there are 27,000 enginemen in the United Kingdom who believe in organisation, and who have given effect to their faith by joining one or other of the two societies to which they are eligible. That is a great and important factor in any discussion of the conditions and prospects of Trade Union organisation for this grade. Twenty-seven thousand organised out of 55,000, or nearly 50 per cent., and most of these, doubtless, those in the higher and more responsible positions. But it is possible to carry the agreement still further. These 27,000 men ought to be in one society. Mr. Fox says so. A writer in the *Journal* whom we quoted last week says so. And we say so, too. They ought to be in one society. We say it with all the earnestness, with all the persuasiveness, of which we are capable. Being in two societies spells division, impotence, and despair. Being in two societies is responsible for the want of progress which has marked enginemen and firemen during the last 25 to 30 years. It is responsible for the actual retrogression which has taken place on many lines, and especially on the Great Western and London and North-Western. It is responsible for the impotence of the men in face of the very serious dangers which are now taking place on our railways today, and against which—so long as the men are divided into two societies—it is difficult to contend. It is not the principle of combination which is at fault, but the want of it. Imperfect organisation, while better than nothing, is not and cannot be so effective as perfect organisation. "Divide and conquer" has ever been the policy of the employer, but here it is the folly of the men which gives them their opportunity, which wantonly and wilfully destroys the effectiveness of their Trade Union faith. On this point, then, we are all agreed—all loco. men should be in one society. But which society? That, we submit, is a most important question, and one not so easily settled. It is where the difficulties have always arisen, largely, we fear, because the subject has not been approached in the dry light of pure reason, free from prejudice and from rancour, and with that desire to put first the advancement of enginemen, which should characterise every consideration of so important a question. Candidly, we would make every reasonable sacrifice and concession to secure a really satisfactory settlement and amalgamation of the forces of enginemen, but we think a section-

al union a mistaken idea, and we hold that we have history and experience on our side.

Last week we attempted to show that sectionalism had failed, and we gave that as our main reason for opposing the attempt of the Associated Society to capture the enginemen members of the A.S.R.S., either a few at a time or *en bloc*. As we have already stated, it is our firm belief that all enginemen should be in one union. There are two ways in which this might be brought about, and only two. Either the A. S. R. S. enginemen must leave it and join the Associated, in which case they would have to forego the whole of the benefits for which they have paid, and

should go over in a body and take their proportion of the funds. That is a still wilder suggestion, and one clearly bordering on the impossible. All these suggestions, approaches, attempts to secure that the locomotive men shall leave the A.S.R. S. and go over to the Associated Society are no doubt made in good faith, and considered to be both sound and feasible plans for uniting enginemen in one society. But they lack any real grip with the essential facts of the case. It is impossible for the loco. men to leave the A. S. R. S. in a body, except at immense sacrifice, at great risk to themselves, and with the more than possible likelihood of



ENGINE NO. 15, PHOENIX & EASTERN RY. [A. T. & S. F.] AND EXCURSION TRAIN.

Bro. Waddington of 647; Engineer, standing on pilot; Traveling Engineer Harry Elliott, to the left, Conductor Buckley to the right.—Courtesy W. W.

all the advantages to be derived from membership therein, or the Associated Society must join its forces to the Amalgamated Society, in which case its members would lose little or nothing and gain much. One writer in the *Journal* suggests that it would pay the other grades to transfer the locomotive members of the A. S. R. S., but the only way in which he suggests they would obtain payment is by the reflex activity which a united enginemen's society would bring to bear upon their conditions. A one-sided bargain surely. Another suggests that loco. men

the sacrifice being all in vain. The other grades could not be expected to hand over any proportion of the accumulated funds of the A.S.R.S. We do not think they could legally do so, and we are quite sure an apportionment on any fair and equitable basis would be impossible. On the other hand, for the Associated Society to amalgamate to the A.S.R.S. is both practicable and possible, would injure no one, would assist everyone, and would bring about that consummation so fervently desired by the writers to whom we have referred, viz., all enginemen in one society, and with

the added advantage of having in all their movements the assistance, moral and practical, of the other grades.

Mr. A. Fox, General Secretary A. S. L. E., says: "We were in all sincerity when we endeavoured to bring it (federation) into force, but regret to say we find very little spirit of federation on the Amalgamated Society's side of the game. I do find an evident desire to absorb us in our entirety and snuff us out as it were." To absorb and to snuff out are not exactly convertible terms, nor had we any idea that federation was a game.

The fact of the matter is, it is time to speak plainly. We want to know if enginemen are mere cards in a game which a few men are playing, like those other accomplished whist players who are said to be playing for the body of the Unionist party while the interests of the country and the Empire are sacrificed. Or must the interests of enginemen be paramount, greater than prejudices, greater than officials, greater even than societies? We repeat the interests of enginemen require, and require imperatively, that they should be in one society. Federation can never be successful without agreement of purpose and principle. Amalgamation ensures it, nay, compels it.—*Locomotive Journal*.

X. Y. Z. writing in this publication which represents the A. S. L. E. says:

I take up my pen this month with a heart of discontent, for the men who represent the whole body cannot get the men to rally round them with the faith that should prevail, if improvement is to be made. What position do we think of finding ourselves in with the time approaching for the introduction of the National Programme? Surely the locomotive men of the country will look upon us here with disdain, and no wonder. Why animosity should be prevalent amongst us is past my comprehension; but we are beset on all sides. The editor of the *R. R.* writes a leading article, telling his readers the heads of our Society do not make the best of opportunities afforded them. This, I consider, is nothing less than scandal, and as Mr. Fox said, a man of Mr. Wardle's abilities and position ought to have ascertained whether our officials had done their duty or not before criticizing their actions. Not long ago, Mr. Wardle headed the *R. R.* with a leading article that was anything but sweet for a member of the A. S. L. E. & F. to read. Such actions as these want a stop putting to at once. Taking a retrospect of the *R. R.* since federation was first introduced, there has been nothing but ill-feeling caused among the men in general, although at Cricklewood Mr. Wardle denied this. He said if his statement was not true he would apologize. He ought to have known whether it was

true or not before allowing it to be published. He also stated that if federation was to be a question of either of the societies playing for their own hand, the sooner it was done away with the better. Just so, but the Executive Council of the A. S. L. E. and F. has tried every possible means to harmonize and transact business with the Executive Council of the A. S. R. S. The last meeting was a deal more in order than the one that was held in London, and it was pleasing to read the speech of Mr. Fox, at the Leeds meeting, referring to the objection by Mr. Bell not being in favour of having the correspondence leading up to the meetings published. The defence was given in a masterly manner, which does credit to our General Secretary. Fellow brethren, we are about to be up in arms, which way shall we move, what shall be the cry, victory or defeat? One or the other will be in our hands, and is bound to be here before we expect it. Turning to the *R. R.* again, we read the branch report from Port Talbot, which strongly appeals against the action of our General Secretary with reference to him writing a letter to a driver at Holbeck. The report goes on to say they object to the members of our Society persuading their members to come and join ours. There again we are powerless. I should say, if a man's idea is so disposed towards himself to throw out of one and join another, he must have good grounds for so doing, and here we are urging for a National Programme with friction reigning more strongly than ever. If the leader of the A. S. R. S. would make himself more closely connected with the men on the footplate, we might look to him for more support, not but what we are in earnest in pushing forward the National Programme movement; but are we aware what port we are steering to? If we could only use the words of Baring Gould—

We are not divided, all one body we,
One in hope and doctrine, one in charity—

Victory would then be in our hands; but again, belonging to the societies does not alter the principle of some of the men. We have traitors in the camp belonging to our own Society. Not long ago, some business was being transacted at the branch room referring to some of our men, and an hour after our officials knew about it. Is this business? Certainly not, and such men never ought to put their heads inside the branch room again. This toadying business belonging to society men is a disgrace to any union, but the union is powerless unless the names of the offending members can be divulged. Every man should make himself his own organizer; but instead of this we find men who have been mated together for years protected on one side of the foot-

plate, and not on the other, consequently, we have to go on with our grumbling in 1905 as in previous years. Up to the time of writing several names have been enrolled, with promises more next meeting.

MASS MEETING AT SHEFFIELD.

SIR,—Under the auspices of the A. S. L. E. and F. and A. S. R. S., a meeting was held in the Vestry Hall, West Bar, March 26th, which was attended by our General Secretary (Mr. A. Fox), and Mr. Bellamy, of the A. S. R. S.

After a few opening remarks Mr. Fox addressed the meeting in fine style, occupying one hour and 25 minutes. He began in quite a calm and collected manner, but eventually got warm, and went at it right and left, dwelling at some length on the need of an eight hours' day, and the wages due to us for the same. He said it was our duty to ask for an eight hours' day, seeing that we take twice as much traffic with the engine of today as we formerly did, consequently the companies are making more profit. Men who have had 7s. 6d. per day are having to use the shovel, and the firemen are having to use the waste. But the directors do not say: "We are getting more profit and paying better dividends, we will give you an increase in your wages!" Not likely, they are taking all from us they possibly can, and men that have been on the foot-plate have gone to swell the ranks of the unemployed. Mr. Fox said that thorough organisation was the only means of resisting encroachments and of keeping what we had, and still more of making any advance. He spoke of the constantly increasing pressure of the work put upon us. There was the 8 hours non-stop run to London, and on the Great Western there was the 4½ hours run of 246 miles from London to Plymouth, and the strain of driving those trains at 60 miles an hour for such a period was sufficient for a day's work. They take 120 wagons with one engine, and it was a mystery to him how the men managed to manipulate them without any breaking loose. He appealed to the young men not to let all the work rest on the old ones' shoulders, and *vice versa*, but to keep alive as to what we were doing, and better results will be obtained.

X. Y. Z.

Short Route to the Portland Fair.

DUNSMUIR, CAL., May 25, 1905.

EDITOR JOURNAL: As the great multitudes are headed towards the Pacific and the great Fair at Portland, Ore., we expect a great many of the Brotherhood boys will get a short vacation and join the multitudes to the land of wine and honey, and that they will either go or come via our division, the Mountain Division of the



THE "SENTINEL," MT. SHASTA REGION, CALIFORNIA.—COURTESY BRO. T. HERBIG, 425.

Short Route. I thought it would be advisable to jot down a few of the sights that are to be seen while passing over our division in the Mount Shasta region.

As one is overjoyed with the beautiful scenery of the Sierras, the Yosemite and other beautiful scenery of southern and middle California, they board the train for Oregon thinking they have seen all; but as the train moves up and crossing and re-crossing the beautiful Sacramento River eighteen times, before we get to the

headwaters at the base of Mount Shasta, one mile from Sison, Cal., a big spring, the head of the Sacramento River, right by the railroad is in plain sight of the train.

After we pass Redding we enter the foothills and enter the great Sacramento Canyon, pass the big copper smelts at Keswie and Kennet, come in sight of the beautiful snow-like "Crego," that tower thousands of feet above the railroad. They look like snow-capped peaks, but are white, ashy, lava rock, very beautiful. We pass numerous summer resorts and summer homes, we come to the canyon town of Dunsmuir, seen on the cover of this issue, a strictly railroad town.

ramento Canyon. A ten day stop over is allowed by the railroad, which is ample time to visit and see most of the beautiful scenery of the Shasta region and catch Mr. Trout, until you are tired, climb to the summit of Mount Shasta, 15 miles distant, and 14,444 feet above sea level, which is not a hard climb, visit the big Sison tavern and the State Fish Hatchery, which is a very pretty place and very interesting. "Castle Lake," 10,000 feet above sea level, can be visited on horseback. The water is so clear in this lake one can see a common dinner plate one hundred feet down. A sounding line has been let down 1,000 feet and found no bottom—besides other interesting places. The



CASTLE LAKE, CAL., 12,000 FEET ABOVE SEA LEVEL, MT. SHASTA IN THE DISTANCE.
Courtesy Bro. T. Herbig, Div. 425.

The S. P. R. R. maintains a large roundhouse and machine and car shops, and is the main division point between Redbluff, Cal. and Ashland, Ore., or the Mountain Division of the Great Shasta Route. The trains stop twenty minutes for breakfast at Dunsmuir, the town of railroad men, and beautiful homes.

After leaving Dunsmuir we wind our way up the Canyon between towering mountains where there is just enough room for the trout-filled Sacramento and the railroad, pass numerous soda springs and summer resorts. We make a ten minutes stop at Mount Shasta Mineral Springs, the beauty spot of the great Sac-

grandest sight is to see how the railroad climbs out of the Great Sacramento Canyon 1,000 feet in the distance of two and one-half miles, by doubling back one track above the other. This can be seen from the train, when on the upper grade we look back with interest at the great piece of engineering and the beautiful Sacramento 1,000 feet below us. We arrive at the town of Mott, where we get the first good view of the highest mountain in the United States, "Noble Shasta."

With a few photographs, I will finish the trip over our Division next month, with photograph of Noble Mount Shasta.
T. HERBIG, Div. 435.

Correspondence.

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision and rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

A Train Despatcher's Troubles.

It is strange when a man with a good level head,
Once he stretches his limbs on a nice downy bed,
And instead of resting should turn on his back,
To go plaguing his brain about ills of the track ;
Yes, 'tis strange, but some do it. Please list to my tale,

Till you hear a brief story regarding the rail,
And a good train despatcher who sweat every night
From such thinking to dreaming that nothing
went right.

He'd been lately assigned some new engines so
large,
He supposed from the moment they came in his
charge

They'd be blocking the line, and a train couldn't
pass,
On account of the way that the mountainous mass
Of machinery took to parading the ties,
Which he saw in his sleep, with his two dreamy
eyes.

For the wrecking crew then he would roar in his
might,
And his nerves were let loose for the rest of the
night.

He'd keep quiet a spell, then go at it once more,
And he'd soon be at work ten times worse than
before.

He expected the decapods really could fly
At a fifty-mile gait ; but they couldn't, that's why
In his bed not a moment of rest could he find,
For he saw eighty loads stretching tailward be-
hind,

And at ten miles an hour they'd go crawling ahead,
Which tormented his brain as he tossed on the bed.

All the comfort we once on the rail used to know,
Is as dead to us now as is last winter's snow ;
We have hurry and worry in lieu of old times,
And big decapods, too, to make barge loads of
dimes ;

We have run-offs and wrecks and blockades and
the like,
Every hour of the day, on the best managed pike ;
We have hell undiluted in full flowing bowls,
But what good does it do to go fanning the coals ?

Here's a moral I'll pin to the tail of my song :
" Don't go brooding to bed, thinking things will
go wrong ;

If you do you'll be walloping nightmares all night,
And arise unrefreshed for your work at daylight."
You may take it or leave it. I give it to all
Without charging a cent for such wisdom at all,
Train despatchers, please note. You get very good
pay,

Keep a grip on it, boys, and keep out of the clay.
SHANDY MAGUIRE.

Troubles and Triumphs of Travel.

BY SHANDY MAGUIRE.

[Continued from July JOURNAL.]

The train slowed down, which was suf-
ficient notice we were nearing the Mecca
of our pilgrimage. Feeling that I should
do something in the singing line to con-
tribute my share to the hilarity which
was typified in song by the others, and
with the intention of making the party
get on a lively gait at the station, to
avoid the discordant groanings of my
tuneless voice, I struck up the following,
called " The Good Engineer :"

Ere we say au revoir very soon,
Let us lift up our voices once more,
Full of praise, though discordant in tune,
For our long pleasant ride is near o'er.
Every day we exulted with joy,
Every night we retired without fear,
We had nothing our hearts to annoy,
In the charge of each good engineer.

Hurry Bryant, and fill up each glass,
You've a bottle or two yet to spare,
And dear Sanderson, round let them pass,
You can deal out a generous share.
Here's a toast, drink it standing: " Success
To the men who have wheeled us along ;
May they ne'er feel a pang of distress,
And be always applauded in song."

And it was " soft stuff " we were in-
dulging in since we met, and as the cooler
was kept well stocked with it, we held
our innocent carouses daily without any
offense to the most radical teetotaler.

" Los Angeles! " was the salute from
the trainman as he swung open the door.
In another instant we were on the station
platform.

We'd joys one never misses,
Big handshakes thrilled with blisses,
Kind how do you do's and kisses,
When that famed trip was o'er ;
Dear friends were there to meet us,
Old-timers came to greet us,
And boys and girls to treat us
To welcomings galore!

" Who is here, Ed? "
" Everyone. You came near not being
one of us."
" Who told you so? "

"Yourself, in your letter to Dick Kelly."

"I never got left yet. How is Dick?"

"Around on crutches."

"Poor fellow. There was no finer looking man than he at Norfolk when I saw him last."

"Get into this carriage. Here's a paper which announces your arrival; read it."

Under the heading of "A Belated Arrival," I read the following:

"Shandy Maguire arrived this morning. He is late in coming. He would have been a few days later, on account of an interview he had with the owner of an orange grove up at San Bernardino, who caught him in the act of filling his dressing case with the fruit fresh from the tree, but in courtesy to the engineers, who made such a favorable impression the day of the banquet known as the Feast of Roses, he was permitted to continue his journey on his own recognition."

"That's a rascally trick of you. I took you always for a fair fighter, who would not strike below the belt; but I am deceived. You commenced at me before my arrival, when I didn't know it and couldn't get back."

"You know it now, and little good the knowledge will do you. In a few days more very few hamlets on the continent but will be rolling the sweet morsel under their tongues, that you couldn't control your thieving fists when you saw something to take. The papers are sent out. I guess we are evened up now for some of your Norfolk jabs two years ago."

(Dear old Ed! In a few months from that day he was summoned to that undiscovered country, from whose bourne no traveler returns, and I could not restrain the tears which fell upon the telegram notifying me, if I tried.)

In the language of the late lamented Dr. Talmage, at the opening of the New York Convention of 1886, I saluted the mighty crowd in the rotunda of the Hollenbeck as we entered, with a hearty, "How are you, boys, and the girls that own you?"

That same afternoon we paid our respects to Mr. and Mrs. R. W. Kelly in their delightful home on New Jersey avenue. Here I made out an itinerary for the next day, and I followed it, too, regardless of all the solicitations to go elsewhere. I took a Pasadena car, went there, then took another for Altadena, a place about five miles further out. I had a kodak, and to prove that I am not the only light-fingered one in the family, as I was charged with being on my arrival on account of taking things which I do not own, I here present her ladyship



in the act of taking oranges off the tree.

On our way back we took in the ostrich farm, and in my admiration of the sights, I got a little too close to the fence corraling the long-necked marauders, for one of them stretched over and took a boutonniere off my coat in about as slick and dextrous a manner as ever a New York pickpocket "touched" a granger. I was admonished by my guardian angel to keep farther away or my head would go next, I looked so green.

On the following day I took a different route; took in Hollywood and had an interesting chat with the reigning genius, Paul de Longpre. You, dear Salmons, described this wonderful place for the delectation of JOURNAL readers, and I am short on a supply of adjectives; therefore, will not attempt to do so. I only wish to say that "here in my own native town" I am not considered deserving of having any orthodoxical bouquets shied at me. But in the language of Byron:

"Set those people down with me to pray,
And we will see who has the properest notion
Of getting into heaven the shortest way.
My altars are the mountains and the ocean,
Earth, air, stars; all that sprung from the great
whole
Who hath produced and will receive the soul."

On the day I stood viewing the enchanting nooks in the paradise owned by Paul de Longpre, I felt I was in Nature's Cathedral, where the flowers had the air laden with incense, and the green of the symmetrical trees was rendered more delightful by the bewildering songs of the feathered choristers. As I gazed with moistened eyes and uncovered head, I required no pulpiter to inform me that there are "tongues in trees, sermons in stones,

books in the running brooks, and good in everything." Away beyond the confines of creeds I paid silent tribute to the Creator, no matter by what name known, and I feel that on the general judgment day we hear so much about, when we'll all be rounded up and herded in the Valley of Jehoshaphat, or some other post mortem rendezvous, where the sheep are to be divided from the goats, I do not think my head will be decorated with a pair of horns, while others are twanging out music because they rolled up the whites of their eyes in a "holier than thou" frenzy within the confines of churches, listening to some narrow-minded shepherd. It may be that I may wake up and discover that I am making a tremendous mistake—well, even so, God is good. I have a few friends in the other place.

That same afternoon, a small party went to Santa Monica, where we got our first view of the Pacific Ocean. We went in one direction, passing the Soldiers' Home, and returned by Ocean View. While meandering around the sand beach I remembered having a couple of unfired shots in the kodak, and whether it was clannishness, coincidence, or some mental cohesion drew us all in a group who reside not more than 150 miles apart in the State of New York, I do not know, but here they are:



On the left is Sweetness, next is Mrs. Nevils of Utica, next Brother Martin of Syracuse, next Peck of Albany, next Bro. Hicks of Buffalo, and on the extreme right Mrs. Fogarty of Syracuse, all New York State productions, neither ashamed to tell it nor to show their faces in any gathering of good looking boys and girls, and only that I am applying the kodak, I'd be one of them, equally proud.

Amongst the many invitations we received to enjoy the hospitality of the good people of Los Angeles, we accepted but two. One of the two houses was the Kelly mansion; so on Sunday we bent our knees under the table of our hosts and gave praise to the cook, who was the most deserving to receive it. It was not articulated. It was manifested in the cleaning off of the dishes of about a dozen courses, and as I once said to a lady in Harrisburg, Pa., when dining at her house in company with our lamented Grand Chief, Brother Arthur, "The best compliment we can pay you is to have eaten everything served us," which we did, as Mrs. Kelly passed them on.

The ensuing Tuesday was the day of days in our memorable trip. Dick Kelly bossed the job, and did it well. Brother Ingraham, Brother Everett, Brother and Mrs. Kelly, Mrs. Baker, wife of Brother Baker of Los Angeles, myself and wife, were up bright and early and at the station to take the train "around the kite," as the trip of 164 miles through the orange country is called, which has for its motto: "So scene twice seen."

When we got to Redlands we were joined by Mr. G. C. Thaxter, Secretary of the Redlands Board of Trade, making eight of us, all of whom were very comfortably seated in a three-seat canopy-top surrey, drawn by four horses, and shown the town.

Redlands is most properly named "The richest and most prosperous city in the largest county in the grandest state in the the most glorious country on earth." I cannot add to that, for the want of words. We were taken everywhere at a spanking pace. Under giant palms, live oaks, Japanese umbrella trees, pepper trees, walnuts and scores of others, up which ran the California poppies and other flowers, filtering the genial rays of the kindly sun as it kissed us with its perfume fresh from the petals. We were driven over drives where the genius of the landscape gardener festooned and trained the luxuriant growth in a bewildering way; and when we were going through Canon Crest Park, up the justly famed Smiley Heights, our flow of language ceased, and all the tribute we could pay the beauteous windings and delightful enclosures was the easily articulated request, "Look here!" "Look there!" "Oh, see the flowers climbing to the tops of the trees!" "Listen to the singing of the birds!" "Well, if heaven is like this I'll try to get there," and poor Ingraham, who made the remark, was summoned there less than a week afterward.

When we were taking our leave of Mr. Thaxter I perhaps was somewhat louder in my thanks for his labors in pointing

out places of interest to us than others. He silenced me by saying: "Your thanks have been given me every minute while in your company in the appreciative way you enjoyed all you saw." The gentleman sent me a box of navel oranges last March, and they were of the choicest in kind and size. While they lasted, Ruth had a snap. She discarded her dolls, took a couple to bed with her each night, and cannibalized them ere morning.

The next stop was at Riverside. Again we had a most enjoyable drive through that beautiful place, and a dinner at the principal hotel to make the immortal gods and goddesses of Mount Olympus envious if they would not get an invite to partake. You didn't have to taste the goods to know what they were. They came dished up at one's call, but they never went back. We got away with them.

Once more in going around the kite, I found myself at San Bernardino, which the sports in Los Angeles had chronicled as the place of my detention. We were very cordially received by the hospitable people of the place anyway. Kelly's mug and mellifluous tongue seemed to be requisite to open the hearts and houses of the people we foregathered with the whole of that memorable day. We got back to Los Angeles on time and swapped lies in the various groups of the hotel till 24 o'clock, as they call the mid of night down around Riviere du Loup.

(Concluded in the September Journal.)

Letter from a Retired Engineer to a Friend.

PLEASANT VALLEY, N. Y., June 4, 1905.

FRIEND DAN: Your welcome and interesting letter arrived yesterday. It contained news that was pleasing, and some that was sad. While I was pleased to know that you and yours were well and happy, I was very sorry to learn of the death of our mutual friend, "Hank" Lennan. Poor Henry! We fired together on the "Central" and he went west shortly after being promoted. The newspaper clipping you enclosed states that he ran into the rear of a freight train that was not protected by flag, and that he was the only one on the passenger train that was injured, the fireman saving himself by jumping. There is also the usual amount of praise for the engineer whose heroic conduct in "sticking to his post" is given as the sole reason why the passengers and trainmen escaped injury.

Well, Dan, there is no denying the fact that vigilance and prompt action on the part of the engineer have often prevented loss of life and property, but it is to be regretted that so many of our men have needlessly sacrificed their lives, and bearing some marks to prove having been there

myself, I feel competent to express myself on that matter.

I believe it is neither poor judgment nor a desire to be heroic that prompts a man to stay on his engine in the face of positive danger; it is rather the complete elimination of self in the matter when lives or property are in danger, or it might be called an overpowering sense of duty. The very nature of the engineer's service, his being left largely to his own judgment and honor in the discharge of his duties, tends to develop a spirit of self sacrifice. It is shown in his daily service when he takes advantage of opportunities to further the company's interests, often when inconvenience or even decided discomfort to himself may result, and in the light of that fact it is not surprising that during a long term of service the sense of duty, together with a deep rooted though slightly exaggerated idea of the need of his presence at all times, grows upon the engineer even to the extent of causing him to remain on his engine in the face of positive danger, after exhausting every possible effort to avert disaster.

The speed of trains nowadays is not consistent with safety, Dan. The railroad officials say the public want to go from Chicago to New York in eighteen hours. Should the foolish public be humored even to the extent of reducing the margin of safety already none too wide on American railroads? I think not. I notice in discussing the subject of high speed, the only question considered seems to be the propelling power. The public and the press want to know only how fast can locomotives be made to haul their trains, while the real measure of safe speed should be the stopping power.

I observe these things perhaps more than you, Dan, since I am out of the service, but I know you will agree with me when I say that any train is a dangerous one that cannot be stopped within reasonable distance in an emergency, or runs at such extremely high speed that ordinary derailment causes it to smash to pieces.

I am told that there is a motto hung in the cabs of the engines on the new fast trains between Chicago and New York, reading in substance as follows: "Let Safety Be Your First Consideration." That is, of course, all right, Dan, as a sentiment, but for practical purposes the following might be made more fitting: "Be Careful, But Make the Time."

You asked about "Old Man" Henderson in your last letter. He died several years ago. The latter part of his life he spent on a farm situated close to the city. I believe he was an ideal official, the best superintendent of machinery I ever knew. He was strict without being harsh, and while directing others led the way

himself. If he recommended (not demanded) any practice to his engineers, he showed them the philosophy of it, the why of it, and he usually got the results sought. His administration of affairs in the motive power department here for over ten years was a campaign of education, and he developed a class of engineers that are a living monument to his technical skill, as well as his ability to manage men. I will never forget my first meeting with him. It was shortly after I had commenced to "run passenger." While oiling around in front of the old depot I noticed a well dressed elderly man watching me, and when I had finished and placed the oil can on the deck of tender, he came closer and asked me how long I had been running an engine. I said about fifteen years. He then asked what type of engine. I answered, "Eight wheel." Then said he, "During that fifteen years you have no doubt oiled an engine around with your hand oiler on an average twice a day, omitting Sundays, which makes the number of times you have "oiled around," 9,450, and I suppose you can tell me how many oiling places the eight-wheel engine has, or how many bearings that are oiled with the hand oiler. I thought I knew the whole thing in those days, Dan, but I was stumped, and I told him so.

"Well," said he, "that's strange, but I can tell you something stranger still," and with a humorous twinkle in his eye he said, "I ran this type of engine for nearly thirty years and I never knew." "I will admit," he added, "that the question is not an important one, but it serves to show how little we know about things to which we have not applied our minds, and the difference in the skill of engineers is due more to the measure of their mental application than to any superior natural ability or educational advantages, for one could know the number of oiling places by simply counting them once while oiling, and many things of real importance can be as easily known by close application or inquiry into the 'Why' and the 'When' and the 'How' of things." I was trying to think how you came to know him and I just recall to mind that he ran on the Mountain Division during your time there.

A few days later an "Official Notice" informed us that Mr. W. G. Henderson was made superintendent of motive power of our road, and he proved to be the right man for that time and place, for things were simply running themselves, while discipline was something unknown until he took the reins of management. I will tell of an incident that occurred about that time just to illustrate the utter disregard for official authority in those days on the "Midland." One day shortly

after his arrival among us Mr. Henderson saw Jim Judson coming down Main street with an uncertainty of stride and direction that plainly indicated too much inside lap, and he suspended him for ten days. On the following day Jim concluded he would go to work, so he went to the roundhouse where the "Old Man" spied him tinkering about the engine, and he said to him, "Judson, don't you know that you are suspended?" Without looking up from what he was doing, Jim answered in the most unconcerned manner possible, "You're the only one I ever heard say anything about it." He certainly had an unlikely lot to drill, but he worked wonders in the ten years he remained with us, and when he retired we felt that we had lost a friend.

Of course, there has been a general change for the better among railroad men of all the departments of the service of late years, and in saying this I am reminded of my visit to Cleveland last fall. I went to attend the Union Meeting, and, incidentally, to look up some old acquaintance of our people who had moved out here a good many years ago. They had lived in our town during the time when the railroad man was rather "sidestepped" by polite society. During the time when the coming of the pay car was a matter of decided uncertainty, and an event looked long and anxiously forward to by proprietors of "beaneries," "hasheries," and other places where joys and sorrows were frequently submerged, if not actually drowned, not omitting the "sheeney," the railroad man's banker, the earliest bird of all who usually got the worm. In the days when in passing almost any railroad boarding house about the time of the arrival of the pay car one was likely to be struck by a "grip," a box of paper collars or other articles of light baggage thrown from the windows by some knight of the rail who had stayed his limit. To be brief, Dan, it was during the "Stone Fence" and stogie period when chewing tobacco was purchased at the grocery store just like any other article of household merchandise, and was "charged on the book."

Well, Dan, this acquaintance of ours whom I visited in Cleveland at the time of the Union Meeting lived in our town, as I said before, in the days already mentioned, but left there before the reformation, and being extremely nice folks they had, not without some slight reasons, acquired the impression that the railroad people "were horrid;" so mother, after dressing me up (as I told her as slick as a confidence man), made me promise to visit the "Hawkinses" and to take the old gentleman down to the meeting to see some of my friends. I did so. I called

on the family and think I made a fair impression, in spite of the fact that I was away from home over night, alone, and had to tie my four-in-hand myself in the morning. It is wonderful how handy a wife can make herself to a man, and I never realized it more fully than this morning. I will go to bed with my collar on after this when away from home, or buy some other kind of tie, but mother says the four-in-hand is the correct thing, and mother knows. Well, Dan, after making my good impression, I invited my friend to take a walk down town, for I wanted him to meet some of my friends and he did so. I introduced him to all the Grand Officers and everyone else I knew. I was proud of every one of them. The old man enjoyed making the acquaintance of such model types of good citizenship, and in my enthusiasm I had about carried the old fellow off his feet, so when I thought the time opportune, I exclaimed in my most forceful manner, "Now what do you think of the locomotive engineers?" I was disappointed at not receiving a prompt answer. He reflected a moment, and in that moment visions of flying grips, hand to hand encounters, the impromptu glee clubs, and other features of long ago flitted in panoramic view before his mind's eye. He had been very deeply and unfavorably impressed in his youth, and early impressions are lasting; but when I pressed him for an answer to my question he said, "Jason, I have enjoyed my visit with you very much. I am pleased to have met with men of such intelligence and manly bearing, but when you ask me what I think of the locomotive engineers, you ask a broad question, and answering it as broadly as possible, I will say that, judging from those whom I saw and met this morning, I am constrained to say that you remind me of the farmer with strawberries to sell, you have put the best ones on top."

When I returned home, one of the first things mother asked me was what our old friend thought of the engineers he had met with, and when I told her she laughed long and loud, ending her hilarity by saying, "Jason, dear, I fear the 'Scot' was too much for you." Mother, you know, was a lassie herself.

I will bid you good night, Dan. When you write let me know how Pete Daily is getting along. I understand he was injured the other day. Give him my regards. Write soon. JASON KELLEY.

A Glass Diamond Reminder.

SPOONER, GA., July 3, 1905.

EDITOR JOURNAL: In searching through my desk a few days ago for some valuable papers that had been misplaced, I

came across an old relic of the Pittsburg Convention which refreshed my memory of the good old time and pleasure I had while in the Smoky City. It was a large (glass) diamond ring presented to me by our old and esteemed Brother Nat Sawyer, to offset the presentation of the pure diamond stud to Mickey Free by the Ladies' Auxiliary.

I have often thought of my donor, and had lost sight of it, but hereafter I intend to keep it as a sacred token of my esteem for our departed Brother Sawyer. It reminds me of many pranks played upon him because he was a favorite of a great majority of the delegates on account of his seemingly young ways, full of life and fun. Again I have to laugh and feel sorry, too, for the fun I had with him; when he made himself a paper cap in the hall and as soon as he put it on, I put a match to it and set it on fire on his head, and he took it all in good part, as it did not injure his head of hair.

Mickey was another favorite with the boys, but they were afraid to play pranks on him. Perhaps you remember the circumstance when I put the rubber snake in his paper in the hall during the evening session, and he was about to nail me with a chair, which stopped my pranks with him.

Poor Shandy, I am sorry for the so-called troubles he had to the Pacific Coast last year. If I only had him out here on the farm I think I could make him forget a great many of them by taking him into my Georgia rattlesnake patch and let him make his selection of a 40-pounder if he chooses. It's not the rattlesnakes that Shandy would fear, as mine is the Georgia rattlesnake watermelon: we have acres of them. From the melon patch I will show him into the dining-room three times a day and fill him full of all kinds of vegetables fresh from the garden, country smoked and cured hams, even smoked sow-belly, if he chooses, which is my choice. After he is tired of all this, I will commence on fine fish caught at home, but not such as he needs under his present condition. We have no whales here, but smaller ones, perhaps, that will answer the purpose if enough are eaten; but I really am not prepared to say at this writing whether our fish here is good brain food or not; but, Shandy, it will not hurt you to make me a visit and try it, as I am satisfied myself and better half can make it pleasant and interesting for you during your stay with us.

I want some of my good Eastern Brothers to see how smooth a Georgia country life is, but please don't say anything about the grass you find on my farm, because it is no fault of mine. I never planted it—it seems to be a natural volunteer plague of

its own; they call it crab-grass, but it should be called grab-grass, for it has no respect of persons, and is, it seems, without scruples; so much so that it has federated with another growth called Eliza's plague, somewhat on the pusley order, but it doesn't plague Eliza alone, it devils me, and my name is Ben.

If by chance you would come in the fall, I then can interest you right, as my syrup making will commence in November and perhaps will last thirty days, as it did last year. I made 60 pounds last crop, and will have a good making this crop if luck doesn't turn against me; so by coming then I can sweeten up your frowns from your trip to California, but if they have reverted into wrinkles, I don't say I can smooth them, that is, on your face, but around your belt I can guarantee to smooth them until they will stand out like a fifer's eye.

I have been trying to get some of my Western Brothers to visit me, but they all seem to be on the extra list and afraid to lose a trip for fear of the wolf presenting himself at the door. One good Brother did come from San Antonio to see us, that is, he had to run away, and not knowing where to go, fortunately landed at my house, where I cared for him until he could go back home. I never could find out why he ran away from home, as he has one of the pleasantest women for a wife I ever met and two sweet little boys. I wish he would run away again and head himself this way and let the wife and two boys follow him. I would give anything to see them in a big melon patch.

There are several members of Div. 197, to which I belong, that if they wished, could come out here and have a good time; but no, sir, some good extra Brother would get the money he lost on the visit on his engine or run. During my twenty-nine years' service with the G. H. & S. A. R. R., now the S. P., I made twenty-eight trips to this state in December on a visit, taking thirty days at each lay-off except one, when I took only fifteen, and my run was worth \$175 per month; but between December and December I never laid off unless something unusual occurred, and I lived and am still living; but there is no extra list here to look out for. I wish there was, so the madam would not have to make me make an extra trip every morning to drive up the yearlings for her to milk. I don't mean she milks the yearlings, but their mothers. I can get along with them until I make a bad step and fall, which I do frequently, and then I take a layoff for a spell and she either takes the trip herself or sends our big boy if he is not out already.

Now, Brother Editor, if Shandy's name

is not on your subscription list, send him a JOURNAL or see that he gets a copy of this letter, and I will be as ever

Yours fraternally,
B. A. PICKREN.

Pay Off Old Policies.

LOS ANGELES, CAL., July 1, 1905.

EDITOR JOURNAL: I am pleased to read so many good letters on suggestions to better our insurance. I believe it is the duty of every member to have those different plans discussed in the Division, and in that way agree on some plan for the delegate to bring before the convention at Memphis. When planning to improve our insurance laws, age (except as explained in our laws) or any Brother's circumstances, gives no preference. This has been a stumbling block in the way of changes. The Ohio insurance law has been overworked to defeat many unwise changes and some good ones. Not hearing any objections to change making special assessment at last convention a law, I suppose all are satisfied. While I never heard of a specific case where a wait of 60 days worked material hardships, I am in favor of this special assessment. I believe we can use this special assessment plan to do a great amount of good and none of us will ever miss the amount we advance. My plan is to levy two assessments each year of 50 cents on each \$750 of insurance; that would give about \$55,000 for each assessment, or \$110,000 for year. We will now take 225 of the oldest continuous policies, and pay \$500 on each of them. Pay a like sum each year, this amount to be treated as a loan until \$1,500 is paid, when one policy would be canceled. During the time of those partial payments, should a claim become due, it would be paid in the usual way, amount deducted and returned to the special fund the same as funeral expenses are now deducted; assessments to run the same as now until the policy or policies are canceled. (Policies would be for \$3,000 or \$1,500 for years to come.) This would call for an assessment of 8½%, 16%, 33½% and 50 cents per month (a very small assessment), \$1, \$2, \$4 and \$6 a year on the four classes of policies now in force.

The Brothers that this would reach have been loyal to the B. of L. E. and insurance for 30 years or more, paid in when their policies were only worth one-half face value. They are near end of run and will soon have to be paid for anyway.

As a business proposition, it is nothing wasted and gives us a chance to build for our own future at small expense. It would put premiums on loyalty. I believe that

our Brothers would cheerfully pay above assessments, but do not believe we can ever carry any measure to create a fund as proposed to use interest from it for benefits. Our most liberal Brothers would vote it down.

Just think of the good we would do—the happiness and sunshine that would enter many a good old Brother's life, where at present it is dark and sad. The object in paying \$500 is to benefit as many as possible and give more time to pay. Better six Brothers have \$500 than one \$3,000; besides, should we ever decide to change the plan before any policies were canceled, we would have more interested to influence vote. It would not cost much to try it. "Where there is a will there is a way." We have six years to pay \$3,000. Our time will soon come.

Fraternally yours,
R. W. KELLY, Div. 662.

Long Hours.

COLUMBUS, GA., June 6, 1905.

EDITOR JOURNAL: On the 6th day of December, 1904, President Roosevelt in his annual message to Congress demanded the passage of a law requiring the adoption of block system signals, and a limit to the hours of labor for railroad employees in train service upon railroads engaged in interstate commerce. I intend to show and prove to the readers of this article the necessity and wisdom of such a law where shorter hours are concerned.

The hours an engineer in freight service is required to be on duty vary from twelve to thirty hours. Almost all freight schedules are thirteen, fourteen, and eighteen hours, with eight and ten hours rest at terminals. During the time he is on duty he is frequently wet and hungry. We all know the modern one hundred and fifty-ton battleship is not arranged for comfort. Under such circumstances would you call it human weakness and punish the employee should he overlook his orders, or for an instant drop asleep and thereby cause a disaster in which many human lives would be lost?

An employee is a human being and not a machine like the one under his guidance. A block signal system would be of small benefit if an overworked engineer should drop asleep and run by the board in face of a flying limited loaded with its precious human freight.

During the month of December, 1904, an engineer made twenty-three trips, one hundred and fifty-seven miles each way. He made two trips in twelve hours and ten minutes, ten trips in thirteen hours and thirty minutes, four trips in fifteen hours and forty-eight minutes, one trip in

sixteen hours, two trips in eighteen hours and thirty minutes, one trip in ten hours. He was on actual duty on his engine three hundred and twenty-one hours and some minutes. He was called at least one hour before leaving time, and consumed one hour at terminals washing up, inspecting engine and making work report. In twenty-three trips this amounts to forty-six hours, add this to three hundred and twenty-one hours it would put him on duty three hundred and seventy-seven hours. Out of five hundred and fifty-two hours he would get one hundred and seventy-five hours rest. I ask you in the name of common humanity is it right?

I believe in the efficacy of the block signal system, but it is without efficacy with an overworked crew on duty. Most wrecks are due to the human carelessness of one man, and that is the man at the top. Any man with common reasoning power should know that our present overtime system is a fraud and a delusion. Our schedules have been made so long that it is almost impossible to make overtime. An engineer is physically exhausted when he becomes eligible for overtime.

The long hour system in vogue on so many roads has become a curse, and is responsible for many serious disasters, and nothing will more surely or quickly undermine and destroy our health and happiness than this much discussed question. It will degrade us and soon reduce us to the lowest condition of servitude.

It is too often the case that men in authority serve the stockholders they represent at the expense of the health and vitality of the employee. Let the man at the top work fifteen and twenty-four hours without rest, let him do it year in and year out, let him wreck his health and deprive himself of the home comforts, and at the same time hold the lives of many human beings in his hands; then let him—and not until then—ask the same of his fellow-servant. I do not believe he would do it.

The trend of the times points to shorter hours for men who fill responsible positions. The traveling public demand safer transportation, and when the hours are cut down they will get it. Not only the public has asked, but the President of this nation has urged and demanded it, and if our Congress is wise within its rights, it will make and enforce such a law.

The B. of L. E. should exhibit a determination to fight and fight hard this long hour curse. We would be better, healthier, and happier men for it. Under the present system we will deteriorate instead of progress, we will lose the nerve, stamina and backbone that an engineer should possess. Let us come together on this one vital question, and say to the railroad

companies that we will give you an honest, sober day's work for your money, but that we have decided to be men and not mere "dumb driven cattle," that you must shorten your schedule and your hours, and that we will repay you in safe and first-class service.

We have made a name among the nations of the world that they envy; our freedom is the kind that God in His wisdom intended, and it is for us to perpetuate, and we can never do it by working twenty out of the twenty-four hours.

Yours fraternally,
W. A. KLINE, Div. 409.

Endowment Fund, Etc.

FOND DU LAC, WIS., June 7, 1905.

EDITOR JOURNAL: Please allow me space to answer some of the alarmists' writings in our JOURNAL regarding expulsions. I have never looked into the details of these matters before, but find in the June JOURNAL 88 reinstatements and 53 expulsions from all causes, classified as follows, viz: 23 for non-payment of dues, 22 for non-payment of dues and forfeiting insurance, the balance other causes. Out of the latter 22 I find that there are 6 for forfeiting insurance without any other cause. (Now, I would say, inasmuch as there are actually 45 expulsions for non-payment of dues, that we do away with the payment of dues for the purpose of keeping those men in the order. The alarming extent to which expulsions take place necessitates this.) There is just as much reason in that kind of talk as there is to harp about the insurance, and more so, since there are actually 45 expulsions for non-payment of dues against 6 for forfeiting insurance. Now, then, let us consider further, Brother Alarmist, and see how we come out. In the June number the Grand Office tells us there were 54 expulsions from all causes and 88 reinstatements, deduct the latter and the actual expulsions amounted to 16. How is that, Brother Alarmist? Compare that with our membership and our growth. Compare it with other labor or fraternal orders and see how we stand, and I think you will be sorry you spoke. Now, Brothers, I will tell you once more why expulsions take place for forfeiting insurance more than for any other cause. It is usual that one who joins the B. of L. E. goes into it with his eyes open, but it is usual that lapsing of insurance takes place the first few months that they are members. I have told you in my previous writing that our ranks are filled principally from the B. of L. F., and the insurance is included in the dues in that order; consequently, they think when one is paid all

is paid, and the consequence is the secretary of insurance not getting insurance money will report him delinquent and insurance is forfeited. The law requires the insurance secretary to prefer charges and the Brother is expelled. This possibly could and would have been avoided had the insurance secretary written the Brother a letter of instruction when he sent him his policy, telling him when and where to pay and how he will get notice of assessments. Lots of these expulsions would not take place.

I am not writing to cast reflections on any one, but a case of this kind happened not long ago to a Brother who requested to be transferred to our Division. Instead of being transferred he was expelled for forfeiting insurance. He appealed to me for advice and assistance; the result was he was reinstated, and transferred to our Division.

It is not necessary that a Brother be expelled for forfeiting insurance until appeal to him is of no avail, and then he can be re-examined by the Division physician, if he is under the required age and labored under a misunderstanding, and I certainly would take the matter up with him before preferring charges against him.

Further, as regards my pet scheme of an endowment fund, I would not make it compulsory. I think Brother Lockhart is on the right track. Read his article, page 494, June JOURNAL.

With the Editor's permission, I will come again and invite all my opponents. The more the better, but I have so far answered the opposition for the present, and conclude with best wishes and success for the B. of L. E., our insurance, and an adoption of an endowment feature.

Fraternally yours,
J. F. FREENOR, Div. 372.

Poor Attendance—Cause.

PHILADELPHIA, PA., July 1, 1905.

EDITOR JOURNAL: So much has been said of late in regard to attendance at our Divisions, also in regard to grievances, that in this article I will try to give my views from a practical standpoint. In the first place, I will make the assertion that the Division meetings of themselves are a dull place to put in our time. Now, this article will be printed in a month when the weather will be exceeding warm, and dare anyone blame a member who has rawhided it for six days, twelve to twenty hours per day, for using the day of rest in other ways than going to the Division meetings? Understand, in my opinion, it is no disloyalty on the member's part that keeps him away, for the most loyal members often are those who never attend but who are every other way in good

standing. I have known of members who have not been in a Division meeting in five years whose names are always on the square side so far as dues, life insurance, health association, mortuary fund are concerned.

Now, Flat Wheel, Div. 599, says make the room a training school, create interest, etc., that will change it; and I want to differ with him. It will not do it. Some years back the writer, a member of Div. 45, paid through a benefit enough money into the Division to pay for a Saturday night meeting with the object in view that we could take up any subject and have an interest created that it would be best to leave alone on Sunday. For a few months our members came in large numbers, but dwindled down until long before the money was all spent, we saw that our effort was a dead failure. The same excuses were given for not coming on Saturday night that are now given for not coming Sunday afternoon.

I do not believe that any Division should meet on Sunday. I know of all the reasons for having them on Sunday, and they are as flimsy as many of the grievances by members who do not attend as well as those who do.

Let us go back some years. In actual experience we did an honest day's work; we all worked for the general interest of the railroad that we were employed by, and the best of feeling existed between officials and employees, all worked to make all the money it was possible to make for the company that employed them, regardless of what position they held. Is it so now? Methinks often as I hear men speak that through organization men and officials have grown far apart. Liberal views between each have been cast aside by the foolish and strict ideas of certain laws. Such expressions as, "I am not hired for that," "That is not my work," etc., were unknown a few years ago—until methinks often now that we are not only here for the general welfare but only so far as it relates to the certain position or the work connected with that position is concerned.

I am not in this article going to blame anyone, but it not only is among the employees but also among the official force. There is a reason for it that others may explain. On the one side, officials want too much done for a day, too many hours put in for a trip, and the men want too much for nothing. Lines have been drawn so closely that more and more dissatisfaction has been created until wise or unwise men always have some foolish or petty grievance to grumble about that is no actual grievance at all. Too often it begins with the non-members of the organizations; they agitate it with the non-attend-

ers of the B. of L. E., and they in turn chew the rag with those who do attend, and they who do attend know it is the same old story, not of importance enough to bring to the Division or those interested would long ago have had it there, and so the growl goes on, but it is not right. Quit your growling, take a little thick with the thin work for the interest of the railroad, as if it were your own direct interest. Attend your Division, be true to yourself and the men around you, and rest assured all will be well with you, or you have missed your calling.

Fraternally yours,
C. B. NIXON.

"Diamonds and Glass."

Dedicated to Bro. John H. and Sister Mary Burns on their fifteenth wedding anniversary, celebrated at their home, in Howell, Ind., June 12, 1905.

Fifteen long years

Yet so quickly to pass,
We meet you this evening
At your wedding of glass,

May the next ten years

Of your life be as fine;
At your silver wedding
May all now present dine.

Then we all hope,

Tho' the wish may be bold,
To meet you again
At your wedding of gold.

By that time the most

Of our lives will decline,
But may time mark you each
With never a line.

May your lives be so long,

So happy and free,
That you'll both live
Your diamond wedding to see.

And may care p'ace her hand,

So light on your brow,
Your eyes will sparkle diamonds
As brilliant as now.

But let's return to this evening,

Now so quickly to pass,
For there's many long years
Between diamonds and glass.

F. A. E., 154.

Weekly Benefits.

SEDALIA, MO., June 12, 1905.

EDITOR JOURNAL: I am going to try to interest your readers, especially the engineers, with this article, and I firmly believe every engineer should be interested enough to give it careful consideration. We have in Divisions 48, 178 and 517, a mutual aid society, paying ten

dollars per week to sick or disabled members on one dollar a month membership fee. When this society was organized 16 years ago the 4th of last May, there was lots of prophecy that we could not do it and the local accident insurance agents were the loudest in crying out against it. During the sixteen years we have had a large number of six month claims and at one time had three Brothers laid up with broken legs and broken skull for six months. At that time we raised the assessment for a few months to one dollar and fifty cents per month. After paying these claims we lowered it to one dollar again and it remained at one dollar for five years. We have just now raised it to one fifty per month again for a few months, to build up our treasury a little more.

Now, Brothers, there has been volumes written on the subject of insurance, and we, that is a number of the members of our aid society, with our experience of sixteen years, believe we can pay the totally disabled and decrepit Brother engineer \$1,000 on the payment of one dollar per month dues, and with that end in view we have organized ourselves into a mutual company and invite all our Brothers to carefully consider it. Any Brother actively employed as locomotive engineer is eligible to membership upon the recommendation of Chief Engineer and First Assistant of the Division of which he is a member, unless he is employed on some railroad which has a retiring age, and in that case he is not eligible if he is within five years of the retiring age.

I have personally spoken to Brothers during the past five years concerning this plan and very nearly every one I have spoken to agrees that they believe that it would be a good move, and believing so ourselves, we have organized with the following officers: Frank James, Div. 517, President; J. E. Kinzie, Div. 517, First Vice-President; H. A. Daniels, Div. 178, Second Vice-President; J. L. Russell, Div. 517, Treasurer; J. F. Williams, Div. 178, Secretary; Ed. Burk, Henry Aubetner, J. P. Alcorne, J. F. William, Div. 178, and J. H. Barker, Div. 517, directors.

Now, Brothers, stop—look—think. You will say it cannot be done. I say it can. You will say this is for the old man. I say it is just as much for the young man. Look at your JOURNAL, study the insurance feature carefully, and you will note that we are paying off more young men than old men; that is, if from 30 to 45 may be considered young, and then compare your present accident policies with what can be carried with the engineers. I receive ten dollars per week

benefit for one dollar per month in sickness or accident, and for four dollars per month, making sixty-two dollars per year, I carry \$3,000, death from any cause or total disability, and ten dollars per week indemnity. There is not one old line company in the world that will give us the same policy for \$200 per year, and it is high time that we were looking about to see how we may handle our own insurance, for about one-fourth of what we pay accident insurance companies.

Yes, we will undoubtedly be worked by some man, or men may secure membership who are unworthy and will secure payment of claims when they should not, but I am one who is willing to be worked if three or four out of five are worthy, deserving men. Some will say with our wages we should save enough to care for ourselves in old age. Very true, it does look so; but, Brothers, there is not one working man in ten that can save money. Many have tried through banks and building associations and have lost the very homes they lived in, and others have had sickness in their homes for years, and it has been a struggle to keep going.

Last fall we buried here in Sedalia one of the oldest engineers on our road. He had no bad habits; he and I were warm personal friends. He made me his confidant, and I never knew him to spend one cent foolishly (unless buying medicine was foolish), and when he died there was a deed of trust on his home and he had less than \$100 in the bank. Brothers, don't score the old man who has not saved money, but rather try to cheer him, and let our present insurance alone and branch out in the mutual benefit association, which can be done cheaper than any other way and just as secure.

Until our membership reaches 1,000 members the beneficiary will receive only one dollar per member. Should our membership increase to 3,000 or 4,000 in a few years, we may raise the policy to \$1,500 or \$2,000 by a two-third majority vote of all members.

Now, I believe there are in every Division of engineers men who believe as I do, that this plan is feasible, so to such I appeal. Send in your application blank—secure your membership in our mutual benefit society. Remember it is for engineers only and let your interests be mutual. You can secure a \$10 money order as cheaply as one dollar, so combine your interests and send in your applications jointly and your monthly remittances the same way. I can arrange a convenient place in Sedalia and Kansas City where dues may be paid to avoid cost of remittances, and you in your home towns can do the same.

Now, as this has become very lengthy, I shall conclude for this time and hope to see your estimates of this plan in the August JOURNAL, but hope by that time to have a large number of names enrolled as members of our society,

Fraternally yours,
J. F. WILLIAMS, Sec'y, Div. 178.

How to Keep a Job, and How to Get a Good Pull.

MEMPHIS, TENN., April 5, 1905.

EDITOR JOURNAL: I promised I would tell you what the General Manager asked and my reply, so I'll keep my promise.

I see in the April JOURNAL an article by Bro. J. W. Reading, Div. 286, which I believe is in line with my own ideas of engine failure. Well, Brothers, did you ever stop and look at the men failure? May be some of you have been confronted by the same question I have, "Oh, you always have a good engine because you have a pull." It is my intention and I shall endeavor to show you how you can get the pull, and so a good engine.

I always manage to keep a hammer, chisel, wrench and a pencil. If anything is wrong and the work not done right, to the old man I go, for I can assure you that those old bricks on the corners don't hear nor do they care a snap; nor do the call-boys care about your troubles. I am a big kicker, but I always kick in the right place. Still, I have the pull. I don't expect the engine to take me over the road, but I will take her across. Success is what railroad managers want, and if we use our efforts and try to profit by others' experience, we will have pull, all of us. Again you hear, "Oh, he is a lucky duck."

Now, how to get luck is to make it. Don't believe you know it all, for if you do, you will be a man failure, and with it comes engine failure and accidents. I have run a locomotive for sixteen years and I still keep my ears open and eyes fixed on anything that may improve myself as an engineer and man.

Some years ago I was picked out for one to answer questions of the general manager. Was it because I had a pull? No, the notice came to me in the shape of a letter from the master mechanic to report to the general manager's office. I asked the master mechanic what was the trouble. I knew of nothing wrong, and he told me he did not know. I appeared at the office very much strung up, as one will when expecting to stand on the carpet. I found several others waiting, as I did. A hurried exchange of questions between us revealed the fact that the old man had called one man from each de-

partment. We all agreed that a cut must be the cause. A resolution as strong as Gibraltar was passed not to give in one cent. Our conference was very suddenly interrupted by the negro porter: "Mr. G—— wants Mr. B—— first," and so "first" I went.

"Take a seat. Smoke this cigar, it is a good one."

I knew then a cut was surely coming, for no one ever knew of him giving a smoke to one of the boys before. Following are the questions and answers as near as I remember:

"Mr. B——, I want you to tell me what established rules you have adopted and follow, that makes you such a successful engineer."

I was so surprised, I turned around to see if he did not speak to somebody else, and asked, "Did you speak to me?"

"Yes."

"Well, Mr. G——, I did not know I was any better than any of the rest of the engineers."

"Yes, I consider you the best. I want to improve the service, as I wish to get greater results for the company. You have been here nine years and if every engineer's performances were as good as yours, we could declare larger dividends."

I began to feel good and surely had the "pull."

"First of all, Mr. G——, I follow the rules; not as some say, as near as they can, but as they read. Second, I have always remembered what the master mechanic who set me up asked me about the blind man."

"What was that?"

"Well, he asked me what the blind man did. I told him, 'Not much of anything, as he could not see.' 'Well, what does he do as he cannot see?' 'He feels.' 'Well, that is what I want you to do when you do not see, feel your way.' Again, I never 'suppose' that everybody is looking out for me, but I do the looking out myself all the time. I have found it is always the cheapest to give a little more steam, than it is to overcome having too much on."

"What cause can you give me for the poor class of engineers I have?"

"That would be very hard for me to tell. Poor pay, maybe."

"I pay as much as any road in this section," was his sharp reply.

"I would say indifference, Mr. G——, is one great cause. Some men are very easily discouraged. If they make a mistake, improper methods are applied and they have a constant fear that the officials are 'after them.' Some men cannot be run down, and those are your good men."

"Do you believe I have such officials?"

"Yes; every road has such officials in some capacity who are by nature not fitted to manage men."

"I want you to tell me if I have an official who is unfit for his position."

"I am a subordinate, Mr. G——. I'll ask you to withdraw your question, as I cannot answer."

"Very well."

"How much interest do you take in this company, and what is your reason for such interest?"

"It is to my own interest to wish this company success. If this company fails, I'll fail in a measure. I also remember that no official who has this company's interest at heart, would be so severe on me should I make a mistake, when on all other occasions I have done so well. I am a man, and no one was ever infallible. Selfishness is human; selfishness would naturally come in here and I would not have to go and hunt for another job, or in other words, I'll do well by the company and they will do well by me."

"Did you ever make a false report to this company in any of your reports, or would you make one?"

"I did at one time make a false report about a breakdown of an engine. I would do the same again under the same circumstances. Nobody concerned but myself and nobody injured by my false report; but I'll do this, I'll first stop to see if I would believe it myself if the case was put up to me, before I made it."

"Ha, Ha! Good idea."

"Yes, I think it is myself. Not to tell a lie unless she can go through."

That ended my call.

Now, you see how I got the pull. You see how I am lucky. Anyone who will halfway try can get just as much as I have; but Brothers who have trouble, don't let any officials henpeck you. Don't suppose they are after you, for right then you are the only one after yourself. Courage, confidence and let whisky severely alone, and you will have the pull that will make you old in the service. Good men and good pay, poor men and poor pay, at all times. Be it on the road, in the home, or on the street, let us see the good and learn from it. Turn our eyes away from evil. We need more morals in our ranks.

"SIDETRACK," Div. 23.

All This Will Live.

W. F. STUART, T., H. & B.

The look of love, the kind and gentle word,
In accents low that none but angels heard;
A secret art, a pure and manly grace,
That shines each day to cheer some clouded face—
All this will live.

The silent tear that falls for human woe
O'er robes, now soiled, that once were white as
snow;

The prayer that floats like incense to the skies
To grasp some flickering hope before it dies—
All this will live.

The words that burn within the poet's strain,
Wrung from his heart by some great grief or
pain;

He writes them down with timid doubt and fear
For busy crowds that will not stop to hear—
All this will live.

The dreams of youth that gladden all our days,
And mother's eyes that saw our wayward ways;
With child-like faith we sought her in our grief;
Pressed to her heart, we always found relief—
All this will live.

Do we devise some plans for others' good,
That few have guessed and none have understood?
But in some quiet way we try to win
Some wandering soul away from paths of sin—
All this will live.

When death's dark wing is spread o'er some
abode,

Can we in some way help to bear the load,
By look or word or deed or in some way
Bring to the wounded heart the light of day?—
All this will live.

No! no! they cannot die, no word or call
But He can hear who notes the sparrow's fall;
And though long hidden from us here below
He will to us reveal, and we shall know—
All this will live!

Hamilton, Ont.

Lack of Courtesy.

GLENN'S FERRY, IDA., April 23, 1905.

EDITOR JOURNAL: To illustrate to the worthy Brothers of our order the feeling now existing in regard to securing transportation for each other, I write this to be published in our monthly JOURNAL. In a trip of 2,500 miles I find only five Brothers willing to assist in securing transportation, six who will not assist and three of them tongue-tied. Five times I was forced to ask firemen to get me passes when engineers refused. This may be brotherly love, but it does not look that way from the highway.

Will my worthy Brother, the Editor, explain to me why so many B. of L. E. men are short of the standard, when the firemen never fail on any occasion? Brother Editor, you will confer a favor on me by answering the above, also by giving this article space in our JOURNAL. I am a member of Div. 368 and in good standing, and positive no member of that Division could be guilty of anything above.

Yours fraternally,
J. F. WILLIAMS.

Contingent Fund.

BANGOR, ME., June 27, 1905.

EDITOR JOURNAL: That goat story of Brother Nixon's, in the June JOURNAL, might have been an old one, but was new to me, and I appreciated the many good points in it. It reminded me of Artemus Ward's lecture on Egypt; the noteworthy feature of the lecture was there was nothing about Egypt in it.

I did not expect my ideas would meet with the approval of all, it is only by discussion of different ideas we arrive at a conclusion, and the proper place to discuss things pertaining to the Brotherhood is in the Division room, or through the columns of the JOURNAL.

As far as the work of our conventions for the past twenty-five years goes, I am rather proud of them, proud to think they have laid the foundations of our great Brotherhood as strong as they are today, thankful the good they did still lives, and hopeful for the future.

"The good men do lives after them,
The evil is interred with their bones;
So let it be with Caesar."

Now a word about the insurance. The first thing to remember is, if you want more benefits it will cost more money. Then the question comes how much more are you willing to pay?

There are no doubt many members of the B. of L. E. who are paying all they want to pay, and others who are paying all they can afford to pay; these Brothers must be reckoned with before any plan is adopted for an increased cost.

It seems to me it would be a good idea to so legislate as to make sure we pay no more for the same benefits. In the nature of events there might come a time of business depression, epidemic, discord among our members, or other causes, that might increase the cost of our assessments to a considerable degree.

In view of such contingency arising, I would be in favor of a contingent fund. It is well to remember that a child creeps before it walks, and nearly all large financial successes are the result of small beginnings. Therefore, I would suggest that we take plenty of time to raise the fund, and we accumulate it by such small assessments as will not materially increase the cost of our insurance.

For example, suppose we assess each member of the association 50 cents per year, let the fund be placed at interest and be allowed to accumulate for five years; allow we have 40,000 members, take your pencil and figure how much of a fund you will have at the end of five years. Let such part of this sum be used as will keep the cost of the insurance to a

nominal figure, say at least \$16 per year per thousand. Of course it might be less, but the fund would prevent it costing more. Let such yearly assessments be made as will keep this fund to such a figure as the future conventions may determine.

I am aware that this plan is imperfect in some details, but my idea is to get an anchor to windward, and be assured against future possibilities that may arise, decreased membership, a raised age average, or some of the other risks incident to a fraternal insurance.

Fraternally,
W. J. BOOTHBY.

Endowment Feature.

COLUMBUS, O., June 8, 1905.

EDITOR JOURNAL: I have taken particular interest in reading the discussion going on in the JOURNAL now with reference to creating an endowment feature to our insurance organization. If the officers of our insurance, who are in a position to know, can guarantee that the figures given by W. T. H. in the June number are reliable, and that the endowment feature can be put into successful operation with that cost, then I consider it the height of supreme folly to let the next convention pass without passing the necessary legislation to put it in operation.

It was my misfortune some few years past to lose a limb which, of course, took me out of the insurance; but determined not to be long without a policy, I invested in one of the old line companies and took out a twenty-year endowment policy for \$3,000. This cost me \$162.00 annually and as the years pass by I am perfectly satisfied with my venture.

Now, then, according to W. T. H.'s figures, an endowment policy in the Brotherhood would cost about half that much and still the old companies are writing up all they can handle. Who would say that this would be a handicap to the insurance, when we all know the superiority of an endowment policy over a straight life policy. To the old men it would be a great boon and to the young men it would be a special pride to protect their families if they died and to know that they were protecting themselves if they lived. In other words, it would be a grand march forward by a great organization. The railway men of today figure intelligently, and if there is a better investment for a young man than an endowment insurance policy I am not aware of it, and that is the reason why the old line companies are writing up so much insurance the past several years.

Brother Winter, of Div. 362, says increased assessments means a falling off in membership, but increased assessments, when it virtually means storing it in a bank for a declining age, ought not to a thinking man mean falling off in membership. Endowment is the modern insurance and I am for it first, last and all the time.

Fraternally yours,
C. T. CUMMINS, Div. 175.

Paid-Up Policies.

BARABOO, WIS., June 9, 1905.

EDITOR JOURNAL: I see in the June JOURNAL, page 498, Brother Freenor acknowledges that I understand his plan of endowment insurance correctly, but says that my statement that "a man would have to live 1500 years in order to have his policy paid from the earnings of his own money" is a delusion in the extreme (which means misleading, deceptive and untrue) but he failed to give any proof to show that his statement is correct. I do not think that is exactly a square deal and don't know as it should be given any attention, but as Brother Freenor claims to be a young man and seems quite energetic and sincere in his belief, I will venture to give the Brothers a few more figures in a little plainer manner and perhaps the boys can understand them, but if the figures are incorrect or misleading, I hope Brother Freenor or some other Brother of his belief will have the kindness to show us where the mistakes are.

Now, then, if one Brother's money earns \$1.00 in a year it would take just 1500 Brothers' money one year to pay off one policy, would it not? If it takes 1500 Brothers' money one year to earn enough to pay one Brother's policy, let us see if we can come somewhere near telling what per cent of the Brothers would receive their money during the average life time of our insured. Brothers, I have no way at hand of finding out just what the correct average age of our entire membership is, but presume it is somewhere between forty and forty-five years, as we have many old Brothers; but I want to give Brother Freenor's plan the advantage of any doubt so we will call it thirty-five years. According to the American table of mortality (which is said to be very accurate) a man at the age of thirty-five years, or a set of men in good health at an average age of thirty-five, have an expectancy of thirty-one years of life before them. Of course they will not all live that long; a percentage will die the first year and each year thereafter while they last and a great many will live longer than thirty-one years, but the average years of life left for them will be very near thirty-

one years each. Now, if a Brother has one chance out of 1500 each year and the average years left to each Brother is thirty-one years, any schoolboy can tell us that we would have just one chance in forty-eight in our average lifetime; or figuring it in another way, it would be about an average of one and one-half policy holders paid off in each Division of the order in the next thirty-one years.

Brother Freenor says the new members would swell the capital, but would it not also swell the membership and thereby leave the percentage the same? The only way in which your capital can be increased per capita is by the members dying or being paid off. Is not this true?

We haven't said anything about expenses of running the business or taxes on the capital; but I want to make this liberal to you, so we will knock off eight points on account of increase of capital by death, etc., and make it an average of one in every forty to receive their money while yet alive.

Now, why does this one man out of forty get this money? Is it because he needs it? No. He may be the best off of any one in his Division. Is it because he has paid in enough so that he is entitled to it? No, for you have compelled forty others to contribute to a fund to pay to the one who was lucky enough to be the oldest member on a certain day in the year a premium or prize for having lived so long. Many a Brother could have the distinction of being the oldest in the order for nearly a year without even receiving the interest of his own money, if he should be guilty of dying before payday, as it were, or the day your interest is collected and paid out. Why, Brothers, this could hardly be called an endowment insurance or fund; it is sort of a lottery or game of chance and it is not even a fair proposition at that, as I will prove to you in the following illustration:

Suppose 100 men join the B. of L. E. with this plan in force; say ten of them go in at the age of 21 to 25 years; another bunch between 25 and 30, and so on up to 50 years of age; who would be most likely to get the prize? I think it would be plain to everyone that the boys who went in between the ages of 30 and 50 wouldn't stand any more show than a rabbit, for the fellows below them would have from one to 29 years the advantage. Some sarcastic Brother might say that Brother Freenor is probably one of those who got in on the ground floor, as it were, and is therefore in a fair way to get the prize, but I do not believe it, neither do I believe he ever figured this plan out for himself; if he did, I for one would be pleased to have him tell us where the business principle comes in, as he admits

that insurance must be conducted on business principles in order to stand any length of time.

Some of our Brothers in commenting on this plan have said \$20.00 is not much, any one could afford that much, etc. I say the average man who is figuring on having something in old age will save his surplus \$20 bills or invest them safely; or if he wishes to invest in a game of chance it will be in something with quick returns, so he will not have to wait until the day of his death to know that some one else has profited by his speculation.

I wish to say in way of explanation that the only reason I had for speaking of my carrying endowment insurance and having written it was to show that the statement often made that railroad men could not get that kind of insurance at the same price as others was a mistake. I for one have always been willing to pay the same price for any article I want as others do and I do not see why it should be called a luxury unless it is because you do not have to have it; but if you do take it out and keep up your side of the contract, it is just like putting money into a savings bank for a stipulated number of years, with the additional feature of having your life insured.

Brother Freenor also insinuates that I am crying against our present plan of insurance, which hardly does my article justice, as I did not say a word against our present plan and never have and have carried \$3,000 worth of it for years. I have always claimed the B. of L. E. insurance is the best fraternal insurance in the market, for the reason that it is not the main feature of the order and will therefore be permanent as long as our grand old organization stands; but, Brothers, there is a limit to the amount of compulsory outside or insurance assessments a labor order will stand without doing it great harm, and would therefore urge that we be careful about additions lest we kill the goose that lays the golden eggs.

With the B. of L. E. well organized we can insist on our men getting good salaries for services rendered, but we cannot make financiers out of all of our members, so why not let them invest their money as they see fit, then the Brotherhood will not be to blame if things do not come out as they have figured.

Bro. L. S. Winter gave a very able illustration of this subject in the June JOURNAL, page 491.

Hoping I have made myself plain on this theme and wishing only for the greatest good for the greatest number, I am

Fraternally yours,

HENRY H. TINKHAM, Div. 176.

The Denudation of the Forests.

LITTLESTOWN, PA., June 10, 1905.

EDITOR JOURNAL: To make naked, to strip, or to rob the earth of its forests is a sure way to make out of the earth a desert. Imagine our beautiful earth with its grand waterways and almost boundless forests converted into an arid desert—but we are coming to that if the wood destroyers persist in their nefarious designs on posterity. National legislation should be invoked to prevent this wanton destruction of this God-given means of keeping our fertile fields moist, because were it not for the moisture emanating from the woodland the crops in our now fertile spots would wither and die and, of course, famine would ensue.

The railroad companies are in a larger measure doing their part to prevent the destruction and in some ways they are not. A number of them have adopted the practice of firing up cold engines with fuel oil and refuse cotton waste, which is praiseworthy. Just think of using an eighth or a quarter of a cord of wood to fire up an engine after the fire has been drawn for a washout, stay bolt inspection or other work. In bridge work they are substituting stone, brick and iron, which is grand; but they are not by any means doing all they can. They could substitute structural iron, brick or stone for their engine houses, stations, offices, machine shops and tool houses, and in addition to saving the forests, they would be in a large measure secure from fire losses, and would save on insurance rates. I almost lost sight of the fact that they are saving timber in car building; some of the cars have not a splinter of wood about them, except one little bit of board secured to the side with strap iron used to tack cards upon.

Now, all this saving is highly commendable; but mark you, there is one thing they could do, which I fear they never will do willingly, to save the wanton destruction of wood, make the price of coal so it will be within reach of the poor and lowly. Nothing but pure avarice stands in their way to do this. I have seen railroad companies order track men to burn up wreckage for fear some poor devil would secure his winter fire wood, as that would mean the loss of the sale of a few tons of high priced coal. Legislation can force down the price of coal if it will, because there is no reason why any company, monopoly or corporation should be greater than the nation in which it abides.

Fraternally yours,

LOUGHREA, Div. 104.

America's Past and Present.

LARGER, W. VA., April 28, 1905.

EDITOR JOURNAL: If you will allow me space in your highly appreciated JOURNAL, thought I would write a little.

We behold today only the rising of the sun of our empire, the beginning of a great nation. Whether the seed sown shall mature into autumnal ripeness, or perish, yielding no harvest, depends upon God's will and providence. God's will is not governed by caprice and avarice, but by certain revealed laws, and, therefore, in order to carry out the grand mission which God has designed for us as a nation, we must be willing to abide by these laws. Just as the individual finds in God unerring guide and protection, so may any nation of people, which is submission to Divine providence.

We Americans should be truly grateful that our government is founded upon religious principles with George Washington, a grand and noble Christian character as leader; one who attributed his wonderful accomplishments in life to the guidance of an unseen hand; a man who is enthroned in all the affections and hopes of American people; one whose reverence for God gave him the respect of all his soldiers. His singleness of purpose gave him the esteem and love of all who loved their country. Not only Washington, but all the founders of our nation believed that "Righteousness exalteth a nation, but sin is a reproach to any people and that the nation and kingdom that will not serve God shall perish. Yea, those nations shall be utterly destroyed."

As we study the history of the past, we find that nations who put Jehovah out of their councils were very short-lived, and their suns set in darkness and blood. We have, no doubt, at times departed from the trodden path of our forefathers, but only to be plunged into an age of revolution—a revolution which was to bring all mankind from a state of servitude to the exercise of self government—from under the tyrannical rule of physical force to the gentle sway of opinion.

Let us rejoice today that our forefathers inaugurated a Republican form of government and supported it against all nations, although the way was reddened with blood, and the fields made white with the bones of thousands of our gallant men. Yet as these heroes breathed the spirit of Puritan faith—came forward overriding all opposition—continued the grand march with freedom's bell ringing in their ears awoke the new world from its savage lethargy to an appreciation of religious freedom.

In an hour like this do you not believe

that the spirits of the blessed are looking down upon us? Our hearts should be filled with gratitude to those great men of old, whose inspired patriotism and lofty courage caused them to face any danger and even death itself, in order to work out the miracle of American independence.

They toiled and struggled not for themselves, but for all future generations. They did not dream what strides would mark their onward march; they sought no honors, asked for no rewards; they laid their lives an offering upon the altar of duty for the sacred cause of right. The perils already passed and the precious things already attained ought never to be forgotten when our eyes are fastened on things that seem so desirable.

"There are but few blessings which the nation now covets, which are worth mentioning compared with the blessings already secured." See Otis and Hamilton and Lee and Sumner and Marion and Gage and all others standing around these words, "Behold, oh, Father! and thy country behold what a century hath wrought." Instead of thirteen colonies, forty-six happy states; instead of 3,000,000 people, 65,000,000 prosperous people; instead of eight schools our hills and valleys are dotted with schools, school houses fill the streets of our great cities and spread all over this wonderful land of ours, teaching our children, the coming generation, to make this country better and better every day. Look at the churches which set their steeples against the sky, echoing from spire to spire, from the shores of the hundred-harbored main to the soft flowing waves of the Pacific.

As in the words of George Curtis, "We of America, with our soil sanctified and our symbol glorified by the great ideas of liberty and religion, love of freedom and love of God, are in the vanguard of the great caravan of humanity. To us, rulers look and learn justice, while they tremble; To us, the nations look and learn to hope, while they rejoice. Our heritage is all the love and heroism of the liberty in the past, and all the great of the old world are our teachers.

"Our faith is in God and the right, and God himself is, we believe, our Guide and Leader. Though darkness sometimes overshadows our national sky, yet this passes in God's good time; and in clearing sky and pure atmosphere our national life will grow stronger and nobler, and so with our individual hearts strong in love for our principles, strong in faith in our God, shall the nation leave to coming generations a history and law and religion and truth more glorious than the world has known before; and our Ameri-

can banner be planted first and highest
on heights yet unknown in the great
march of humanity." S. S. CORDER.

Singeth ye Fireman.

BY SANDY M'GLASHAN.

On a moonlit night in summer,
With a light train on good time,
And an easy steaming mogul,
Tell you what, that's my good time.

For the old chief works her lightly,
No need now to drop her down
In the corner near the wrenches
With that "got to make time" frown.

And I give her just three scoopfuls,
While my phiz is wreathed in smiles,
Then upon the seat-box jumping,
Ride for two long happy miles.

Every carking care and sorrow,
All my troubles are forgot,
E'en the brass that on the morrow
Must be polished to a jot.

There is magic in the moonlight,
Things prosaic all are gone,
Rails, two gleaming lines of silver,
Ever stretching on and on.

Every stump's a thing of beauty,
Rail-fence, corn-row, dead pine-tree,
All are changed to lovely seeming,
By the moonlight's alchemy.

Air with woodland odors scented,
Jessamines, magnolias, bays,
Back to memory brings trooping,
All my boyhood's happy days.

How to get my girl some blossoms,
Her bright tresses to be deck,
But I climbed a tall old by tree,
Fell, and nearly broke my neck.

So we rolled up to the junction,
Just at breaking of the day,
Chief goes over for his orders,
Soon comes back and sings out, "Say,

"Get her hot, my son, we've got to
Pick up twenty seven loads,
All pig iron, coal and lumber,
From these dad-blamed one hoss roads.

"And as if that wa'n't a plenty,
Number 3 is two hours late,
And that great-headed dispatcher,
Says right here we've got to wait."

Red hot blazing summer morning,
Heavy train and way behind,
Lever way down in the corner,
Sweat a pouring till I'm blind.

Mogul eating up the coal pile,
Like a darned old hungry cow,
And I rake and shake and shovel,
"Darn that Moonshine anyhow."

Honorary Members.

HATTIESBURG, MISS., June 8, 1905.

EDITOR JOURNAL: I have read the June JOURNAL with unusual interest. I wish to reproduce a small portion of Bro. B. A. Pickren's valuable article on pages 486 and 487.

"I find a great deal of comfort once a month when my JOURNAL comes, but I take issue with a great many articles, though I keep still merely to show my good Brothers I am as their law decrees, dead. The established laws of our Brotherhood forbid any Brother not in active service from holding or performing any official duties of the B. of L. E. Men serve out their days in the order in active service, and soon a circumstance forces them from active service. They themselves close the doors upon them, through some selfish motive, I presume, unknown to me; hence, they are dead to the Brotherhood as soon as they come in possession of honorary membership. I have no desire to be in any way sarcastic."

In this Brother Pickren has expressed the truth in a very mild form, to my way of thinking, of every honorary member. In this connection, after making a suitable allowance for poor old human nature, I wish to refer to the statute law, page 38, section 75, which imposes somewhat of a burden on any of those honorary members who might be so fortunate as to have a position paying them \$50 a month. Here is a law which requires taxation without representation.

I wish with all candor to ask, is this in keeping with one of the B. of L. E. mottoes—Justice?

I want the delegates who met at the last convention to answer this Brother's question asked in the May JOURNAL signing himself E. P. S., from Rochester, N. Y.

I was very much interested in reading the June JOURNAL and the number of subjects discussed, especially J. W. Reading on breakdowns. I will here relate a little experience I once had when a tower man operating the switches, put the engine I was running and four cars on the ground. Soon after this two engineers of one of the other roads came up and in a polite way asked me what Division I was a member of. In reply I said Div. 101 in the South, which was the beauty and glory of the day. They said, "Wait until we return." When they did it was with their conductors and two powerful engines. The engine and cars were soon on the track without any damage only to the track. After the usual congratulations they said, "Some men meet on the level," and I said they parted on the square; and in about this way I have come to others' assistance and did not make use of anything that would ignite. J. O. DETWEILER, Div. 336.

Do Away With the Noms de Plume.

EDITOR JOURNAL: Recently an article appeared in print over a nom de plume which I am ashamed to think I wasted my time in reading. The subject of the article was, "The Incompetent Engineer in Charge of a Defective Engine." It is the first time I can call to mind where a writer following the vocation of a locomotive engineer ever published an article in detriment to another engaged in the same occupation, who lacked the moral courage to sign his name to it. It seems to me that in his criticism he should have come out boldly and fearlessly by revealing his identity in his signature.

The substance of the article one might say was ponderous, although its weight would not strike one so forcibly as its rashness and dare-devilry—its flying in the face of danger—its invitation to the lightning to descend and strike; and from comments I have read from intelligent men—in the same line of employment as the author—it did strike hard enough to cause him to recant in a wishy-washy explanation of his article, the enormity of his offense over the same nom de plume; its effect being that of the proverbial red flag flaunted in the face of the "gentleman" cow. It was audacity packed into verbose bullets and fired into the ranks of those who could but retort with a cannonade of hot shot, which may be the means of driving him from his convenient hiding place, from under the protection of a nom de plume; which anyone can use as a concealed weapon if so disposed.

Some years past the undersigned used a nom de plume for his signature to a few articles published in the JOURNAL, and at that time when I asked a gentleman to subscribe for the JOURNAL he replied that there were too many contributors to the JOURNAL who used noms de plume to make the reading matter interesting to him. From that time on I discontinued the use of a fictitious signature, accepting his remarks as a suggestion worthy of approval and adoption.

As I understand it the JOURNAL is the official organ of the B. of L. E.; its largest circulation being among the members, who are its contributors; therefore, an article worthy of publication should be over the signature of the author, especially when referring to any personal matter that is liable to create comment. I have noted of late an increase in the nom de plume signatures in the JOURNAL and if continued the increase will still be greater. Now the question arises: Will this be a credit to the author and an advantage to the JOURNAL, or the opposite?

In my opinion it would be better to discontinue its use, for I believe the time has arrived when there should be lack of space in the JOURNAL for the nom de plume, with the exception of "Shandy Maguire," which nom de plume has appeared for the past quarter of a century in the JOURNAL, and is familiarly known from the Atlantic to the Pacific as Brother P. Fennell, of Div. 152, Oswego, N. Y.,—our Brotherhood poet—who in my recollection never wrote an article reflecting discredit on a fellow brother.

In a conversation recently with an aged Brother he made the remarks that he had long patiently waited to see the time come when the noms de plume would disappear from the JOURNAL.

No doubt some one will wonder why that old Brother raises this point at the "eleventh hour," and why I am bringing it to the notice of the readers of the JOURNAL at this late day. "Sometimes toward the evening of life, patience is rewarded with success." Count Tolstoi, after arriving at the milestone marking the half century of his existence, gave to the world some of his brightest thoughts. In a historical line of thought, Christopher Columbus, in his great belief in the roundness of the earth, and that another route could be found to the Indies, set out on his journey, with but a few men to complete his crew. After many days' sailing they lost faith in their leader, not seeing land in sight, and revolted against their leader; this was, no doubt, the most trying moment of the voyage. Columbus did not, however, give up his belief of the discovery of land, and an agreement was established between himself and the crew, giving him three days' grace. At the close of the third day when all hope seemed about gone, there appeared in sight in the far distance an indistinct object—a mere speck. This imbued Columbus with renewed hope and he sailed on. Finally a cry was heard from the crew, "It is land! It is land!" We read that this is one of the most important events in history—the discovery of a new continent—and at the "eleventh hour." It is written that Bernard Pallisy, after days and nights of study in research, threw into the oven the last remaining piece of furniture, as well as the boards of the flooring in his home, and found at the "eleventh hour" what he was seeking.

These object lessons should teach us that it is never too late for improvement and discovery; therefore if "cutting out" the nom de plume would be an improvement to the JOURNAL, it would certainly be a discovery at this late day, and I would recommend that the subject be given proper consideration by all those inter-

ested. Personally, I would advise that they be excluded, with the exception heretofore mentioned—Brother "Shandy"—as I think it would be to the best interest of all concerned. It would not be reasonable to expect every one to agree with me, but I assure you I will not become a pessimist, a repiner or a suicide on account of the difference of opinion. I would like to say to those having recently adopted the nom de plume and to those who contemplate doing so in the future that if they would discontinue its use the nom de plume would soon be a thing of the past in the JOURNAL, and that if they do not it is my opinion the outcome will be that by an act of the Convention a law will be made excluding the fictitious signature from the JOURNAL. I am giving this matter to you with best intentions from my own view-point.

When Fulton tried to talk to Napoleon about the steamboats which he had invented, "Napoleon's mind was full of a plan to cross the Channel to conquer England," his own boats being at the mercy of the wind. He said to Fulton that he could give him but five minutes and at the end of that time Napoleon's extraordinary mind rejected the knowledge given. "He did not cross the Channel, and England eventually conquered him." Had he given Fulton the necessary time and the proper encouragement he might have ruled England and throughout all Europe, and today one of his descendants, the little king of Italy, might be the dictator of the world.

Please do not imagine I am egotistical enough to classify myself with Fulton—I simply give the illustration to show that it is best to take time to consider well before rendering hasty decisions. "With malice toward none; with charity for all."

Faternally yours,
J. PUFFENBERGER.

On a Georgia Sheep Ranch.

DESSER, GA., July 8, 1905.

EDITOR JOURNAL: As it has been nearly two years since I gave up a run on the Central of Georgia Railway, to associate myself with my brother on a sheep ranch, I will endeavor to let the Brothers know how the world is serving me here. We have 1,300 head in the neck of the woods between Spring Creek and Chattahoochee River, and I stay in the woods most of the time looking after them. I ride a mustang pony and carry a Winchester rifle. There is lots of game, such as squirrels, turkey, fox and a few worthless dogs that occasionally take a mutton from the flock, some deer, coons, and more rabbits than John saw, plenty of fish in all the streams

and lakes, and there are some things to rejoice over and some to lament over, just as it was on the road. One thing I am glad to say is I am not run about by a boss as I was on the road, and I am at home with my wife and boy every night, which is a great satisfaction compared with being on the road with a bad steaming engine, and a nigger to shovel the coal. Here is, too, Brother Pickren, at Spooner, Ga., who lives just fifteen miles north of me. Come down and spend a week, I would be very glad to have you; if you cannot do that do like you were fishing, drop a line. And also Brother Skinner and Cox at Blakely, who are only thirty miles away, can't you do the same thing? Now to the Brothers on the G. F. & A. and C. of Ga. I have the highest regard for and am always very glad to hear from you, and will ever hold you in my mind as true friends and Brothers, and if the great God of the universe permits I will see you in October.

Good luck to you, boys
Of the grand old B. of L. E.
I'm certainly one of you,
All the way down to eternity.

If, by chance, you think of me,
And wonder how I do,
Just please remember "Old Huldy,"
Her number is 1402.

May God in mercy guide
The wheels on the track,
Boys, don't forget your Brother
On the "Mustang's" back.

A. J. RICH, Div. 210.

Railroad Employees' Home.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of June, 1905:

HIGHLAND PARK, ILL., July 1, 1905.		
Div.	FROM B. OF L. E. DIVISIONS.	Am't.
6	\$ 12 00
181	12 00
183	12 00
223	12 00
246	12 00
251	12 00
454	12 00
Total.....		\$ 84 00

SUMMARY.

Station No. 4.....	\$ 85
O. R. C. Divisions.....	167 00
B. of R. T. Lodges.....	211 36
B. of L. E. Divisions.....	81 00
B. of L. F. Lodges.....	163 00
L. S. to B. of L. F. Lodges.....	4 00
Station No. 6, Freeport, Ill.....	2 50
Sale of Junk.....	3 00
James Costello, of Div. 270, O. R. C.....	1 00
Rebate of Freight Bill.....	38 10
Joseph Messenger No. 100, B. of R. T.....	50 00
Total.....	\$724 81

MISCELLANEOUS.

Six camp chairs from Mrs. Frank Nessley, Ogden, Utah, and the Gold Medal Camp Furniture Co., of Racine, Wis.

Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



● Ladies' Department ●

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, MRS. M. E. CASSELL, 927 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Out of the World.

BY J. CARLETON SHERMAN.

Out of the world of wrack and wrong,
 Into the world of joy and song ;
 Out of the land of strain and stress,
 Into the land of happiness,
 All on a summer's day.

'Tis good to steal a quiet hour ;
 'Tis good to feel the subtle power
 Of wood and wave and quiet ways,
 And the wondrous spell of a maiden's gaze,
 All of a summer's day.

So out of the world of wrack and wrong
 Come to the beautiful world of song,
 Where blossoms blow and streamlets flow ;
 Forget that life is full of woe
 For one brief summer day.

In Colorado.

Again the summer finds me in beautiful Colorado Springs, where all is sunshine and the snow-capped mountains ever near. On my way out here from Ohio I took the opportunity of visiting Divisions at Des Moines, Ia., and Denver. Arriving at Des Moines June 7, was met by a good B. of L. E. Brother who took myself and husband to the home of

Brother and Sister J. E. Platner, where we were nicely entertained during our stay in Des Moines. Arrangements had been made for a Division meeting that afternoon, but before going we had the pleasure of meeting most of the members at an 11 o'clock breakfast at the beautiful home of Brother and Sister J. J. Spellman.

The breakfast was served on the veranda, and the table decorated with roses which grew in profusion in the yard of this suburban home.

The hour was too short which we spent in this ideal spot and happy memories will linger with us of this occasion.

The afternoon meeting was greatly enjoyed, and I found the Division in good working condition. My desire is that the good Sisters of Des Moines may prosper in every way. Brother and Sister C. H. Fesemyer extended the hospitality of their home to us and we dined with them at 6 o'clock in the evening. They have a very pleasant home and an interesting family.

In the evening a reception was held at the home of Brother and Sister Platner at which a number of B. of L. E. and G. I. A. members were present. Again was the courtesy and hospitality of the Des Moines Sisters in evidence, and every minute was enjoyed. We left the city next morning, taking with us the most pleasant recollections of all who were so kind to us.

Our next stop was Denver, where a meeting of Div. 46 had been arranged for the afternoon. Sister Ensign met us and tendered her home for our stopping place. Dinner was served at the home of Brother and Sister A. McAllister, she being President of Div. 46. The meeting of the Division in the afternoon was largely attended and was in reality a joint meeting of Divisions 46 and 184. I find these Divisions well up in the work and it was a real pleasure to meet with them once more as I have always remembered the enjoyable time spent with them some years ago.

During the afternoon President McAllister, in behalf of Division 46 presented me with a handsome souvenir State spoon, which I will most highly prize as representing the good-will of these dear Sisters. Ice-cream and cake were served in the hall and we said a reluctant goodbye to take the evening train for Colorado Springs.

Being in close touch with Colorado City I took the opportunity to visit Roma Division a few days ago and renew old ties of friendship. I feel as if this Division is almost as dear to me as my own at home, because I have met with them so often and have always received such a cordial welcome. This one was no exception, and although I missed some

familiar faces, the afternoon was pleasantly spent in their beautiful hall, Sister Dibble, as President, doing her duty well. Refreshments were served and plans laid for the next meeting, when I hope to be with them again. M. E. CASSELL.

Pleasant Outing.

Southern hospitality is a matter of history. But we wish to tell you that it is only necessary to go 128 miles south on the I. C. R. R. to find the genuine variety.

On Wednesday, June 7, thirteen members of Div. 5, Chicago, Ill., G. I. A., escorted by a brave, Bro. Stewart Gilkinson of Div. 10, B. of L. E., went to Champaign, Ill., to visit Supreme Div. 344, G. I. A. Upon arrival we were met by a large delegation of Sisters and Bros. Homer Howard, Master Mechanic, and P. L. Hayee. Instantly the writer's mind crossed the desert to Los Angeles, where we last saw the pleasant faces of Brother and Sister Hayes and Sister Sabin. We were taken to their lovely little hall and served with an excellent luncheon followed by the regular meeting of Div. 344. Their work and attendance were both good. They have every encouragement from their B. of L. E. Division and will surely become a banner Division in the near future. They are only six months old. Following Division meeting some went riding in the handsome turnouts of several Brothers, while others repaired to the homes of Sisters to rest and await the reception and social given for all engineers' families in the evening. It was our good fortune to be taken care of by the President, Sister Isabell, and our visit was most enjoyable with her pleasant family. The evening entertainment was very pleasant with addresses of welcome from several Brothers, games, music and elegant refreshments, and best of all the spirit of harmony and kindness shown by all.

The following day a picnic was given by Div. 602, B. of L. E., and their auxiliary, 344. The cars were donated through the kindness of Representative McKinley of that department, and such a pleasant picnic, not a dull moment the entire day. Dr. Osler would certainly have changed his opinion as to the chloroforming age had he seen Bro. Humphrey Roberts and Brother Gilkinson racing, also Sister Clifford and Sister Gilkinson, for particulars see Bro. John Graney. Every one did so much to make us feel at home that Sister Bristol was moved to sing as we sat at that wonderfully bountiful dinner table, "Home ain't nothing like this," until Brother Howard talked

of 'phoning for the derrick. We returned to Chicago that evening. We thank every Brother and Sister who helped to make our holiday so pleasant, also to Master Mechanic F. F. Barton of Chicago for courtesies shown to all who wished to make the trip. Champaign is a beautiful city, and her people "all right."

Fraternally yours,
MRS. JOHN SPURR.

Inspection.

The inspection of Div. 81 occurred at Woodville, N. H., May 23. The forenoon was passed socially. Members were present from St. Johnsbury and Lyndonville, Vt., beside the local members. The work was fully exemplified by new staff of officers, who acquitted themselves creditably, and passed the examination of by-laws with few failures. Music added much to the work. Sister Nellie Corliss, pianist, and the work of Guide Hardy (or it may be Harvey) was commendable.

An excellent dinner and supper were served, after which we were entertained by Ins. Sec. Annis, and calls were received for Sister Corliss and Miss Flora Hoyt. A few minutes were enjoyed with Sister Gibson. Left the following day for St. Alban's, Vt. A short stop was made at White River Junction, where I was met by Sister C. E. Davis of West Lebanon, with whom dinner was taken. Sisters Davis and Scannell saw me off, and arriving at St. Alban's was met by a delegation of Sisters who accompanied me to the hall where, as in the past, Div. 114 extended a hearty welcome. All enjoyed the "spread" provided, served as these Sisters know how. It was my pleasure to meet here Sister McCluskey of Div. 205, who has the sympathy of all who know her in her sorrow by loss of husband and son.

An evening session was held, well attended. Sister Taylor entertained. Inspection occurred the day following, May 25, with all chairs filled, Sisters McCarthy and Anderson making extra effort to be out. This Division has recently purchased a piano, and it is the first time we were favored with music at our meetings with this Division, Sister Kenyon acting as musician. We were pleased to meet the new Sisters admitted since my last visit in June, 1904. Composed of only twenty-five members, five non-residents, hindered by irregular attendance, sickness and other unavoidable causes, the work was well done. Accompanied by Sec. Taylor and Treas. Parmlee, left May 26 for White River Junction, where we were met by Sister Davis who, with Sister Scannell, entertained during our stay. To these Sisters and Sister Currier are indebted for

many courtesies, among them a tea and reception at Sister Scannell's home, where members of Div. 114 and Div. 81 were also present. Carriage drives to Lebanon, Hanover and about White River Junction were taken, and pleasant calls were made on the members, and Mrs. Colby and Hurlburt, the latter ill at her home.

In my May letter please note following correction: Sister Agne was chairman of committee who extended invitations to attend anniversary of Div. 264, and the car in which we traveled to Los Angeles was Inglewood. MARY L. COOK.

From an Old Member.

In looking over the JOURNAL I see a good deal about the Insurance, and as we are one of the older Division, 1, as we were organized in 1887 as a Ladies' Society to the B. of L. E., and in 1888 as Auxiliary to the B. of L. E., our Division number being 15. We have seen it grow to its present proportions, through the good management of our Grand Officers.

I feel like saying, as one Sister said, to let well enough alone. When our first insured member died her husband only received \$9, and several of us took out two policies, and some took out three to help to pay a larger premium, and these same members are too old to take any insurance in anything else, and we have been paying in this for 15 years; it does not seem just to them to make the change contemplated by some.

I am 68 years old and my certificate is No. 39, and I could not keep my assessment paid up if it is rated, as I have no income now, and I am not the only one so situated, and as figures show there is no need of a change being made, and I think that every Division should take it up seriously and make it plain to their members so that we may be able to vote intelligently on the subject, for I can see there will be a great falling away of those who are in our insurance, and it will deter others from coming in.

I do not think I can say anything more convincing than the member from 33 in March number of JOURNAL, Mrs. G. W. Morse, Ins. Sec. We assisted in organizing that Division, and she fully expresses my idea about it, and Mrs. Hoyt has a good article in the same number, and if the younger members object why should they want to change it?

I wish every member would read what comes to them through the JOURNAL; they are convincing enough for any careful reader. In this month's JOURNAL we have eight deaths and only assessed for three; it seems to me it is very encouraging for

it to remain as it is. I hope we may hear from other Divisions so that all may know what they are doing on this question.

Cheerfully submitted,
ELIZA W. COSTIN, Ins. Sec. Div. 15.
1108 East 6th St., Sedalia, Mo.

Study Club Reports.

The following report gives a good idea of the ambition and industry of the Optimist Study Club of Grand Rapids, Mich. This club was organized in January, 1905, has eleven Auxiliary and two outside members. The meetings have been monthly, consequently only a portion of the programs has been studied. This club is not federated, but expects to be when the work resumes in the fall.

Mrs. M. C. Gage is president and Hattie L. Smith, secretary.

A report from the Toledo G. I. A. S. C. for the year ending May 31, 1905, has been received. This club was organized in 1898, has a membership of 36—23 being Auxiliary members. It is affiliated with city and state federations, has contributed to the Junior Civic League Fund. This organization has for its object, the beautifying and cultivating of waste land within the city limits.

The club expresses itself as well pleased with the year's programs, finding profit in every one.

MARY L. ROBERTSON, Pres.,
JANE E. UTLEY, Sec'y.

To Our Club Members:

It is not possible to publish what in other clubs is denominated a "Year Book" of study, yet we can give you an idea of what our work will consist for the coming year. There will be a study of Russia and Japan in each number of the B. of L. E. JOURNAL. Members can, as opportunity offers, lay aside for reference, articles upon geographical Russia and Japan, political divisions of each country, their religions and literature, educational systems, etc.

We shall have reviews of magazine articles, character sketches of prominent Americans, the irrigations of the arid West, and the proposed improvement in the tenement houses in large cities. Other subjects of interest will also be considered.

If any club members see fit to suggest subjects, we will be glad to hear from such.

Our reports are slow in coming in and we call special attention to Article 15, Rule 10, in our By-laws.

C. E. CUNNINGHAM, Chr. Study Club Committee, 904 Wheeling St., E. Toledo, O.

School of Instruction.

On Tuesday, June 20, under the direction of Vanderbilt Div. 264, a School of Instruction was held in New York City. Twenty-one Divisions were represented, and the school, under the capable direction of Grand President Sister Murdock, assisted by Grand Secretary Sister St. Clair, proved to be the most successful thus far held in New York city.

At the morning session ritual work was taken up and the accuracy and thoroughness with which this feature of the school was handled by Div. 264 surprised the visiting Sisters, and showed the result of close attention to this branch of the school. After recess Sister Jardine, of Div. 244, relieved Grand President Sister Murdock, and presided over the afternoon session. The able manner in which she conducted the business under discussion sustained the reputation which Div. 244 holds among the Sisters of being perfect in its work.

At the close of the afternoon session Sister Wheeler, in behalf of Div. 264, of which she is President, in a few well chosen words, presented Sister Grand President with a beautiful cut glass dish, and Sister St. Clair with a souvenir spoon. In expressing their appreciation for the happy surprise, and after thanking the members of Div. 264 both Sister Murdock and Sister St. Clair took occasion to compliment the Division on its thorough organization, and also spoke of the kindness and hospitality of Sister Wheeler, at whose home Sister Murdock stayed while in New York.

After a further exchange of good wishes Sister Wheeler extended to all the Sisters present an invitation to a supper and lawn party to be held at the residence of Sister Wm. Higgins, which invitation was accepted with delight. On entering Sister Higgins' home the guests were warmly greeted by the hostess who, with the assistance of the Brothers of Div. 145 (to which Division 264 is Auxiliary), had the house and lawn beautifully decorated with American flags and lanterns, and tables tastefully arranged and temptingly arrayed with appetizing dainties for the most fastidious. The only disappointment of the occasion was the absence of the Sisters from Syracuse, as it was felt by the members of Division 264 that this was an opportunity to reciprocate to some small extent for the hospitable treatment accorded our Brothers of Division 145 on the occasion of their union meetings in the Saline City.

After partaking of the delicious repast a cake walk was indulged in, and Sister Seelig, of Div. 234, whose ability in this line gained her the applause of all those present, won the prize.

Dancing was then in order, the music for which was furnished by Mr. W. Higgins. One of the pleasantest features of the evening was the vocal solos rendered by Sister Fred Elliott.

Farewells were finally said, and on the breaking up of the happy gathering it was the unanimous opinion that the event was one of the most enjoyable ever given by 264. Inclement weather usually dampens the enthusiasm of the members in their efforts to provide entertainment for their numerous friends, but the presence of our Grand President and Grand Secretary it was decided had a counter effect, and even the atmosphere partook of their cheerfulness.

Division 264 sincerely hopes that the visiting Sisters experienced the same degree of pleasure and profit in their attendance at the school and reception as the occasion to provide entertainment and lend encouragement to the promotion of good will and social intercourse among the Sisters gave to the members of Division 264.

It is hoped that on the occasion of the next school meet, which will be under the auspices of Manila Div. 244, at a time to be set by the Grand President, the same welcome faces will be seen, and as pleasant a recollection of a happy time be cherished by those fortunate enough to be present. Sincerely yours in F. L. & P.

MRS. J. J. AGNE.

A Visit to Div. 22.

Accepting an invitation from Silver Star Div. 22, Grand Rapids, Mich., we arrived in that city the 31st of May, 1905, and were met at the station by Mrs. Mary Gage whose hospitality we enjoyed for the three days of our stay. On Thursday the real event was ushered in by the arrival of the members of Saginaw, Bay City and Jackson Divisions. All had arrived at 1 P. M. and were conducted to the Moreton House where we were dined in a royal manner. At 2:30 the Sisters met in the Division room where the ritual was exemplified in a most creditable manner, the initiation of a candidate being exceptionally fine. The Division room was elaborately decorated with national and auxiliary colors, ferns, palms and a profusion of flowers. A reception was held in the evening, many of the Brothers being present. A pleasing program was rendered, consisting of music, vocal and instrumental, impersonations and recitations. At the close ice-cream and cake were served, and a social hour followed.

On June 2, trolley cars conveyed the Sisters, eighty in number, to North Park, where after a time spent in dancing in

the pavilion, we adjourned to the dining room where a feast fit for a king awaited us.

Can we ever forget it? Never. Nor the pretty girls who served us. We left the park at 2 P. M., passed the Soldiers' Home where many of the old comrades smilingly saluted us. On and on until John Ball Park was reached. What a dream of beauty! Rippling cascades, crystal brooks, mirroring the great forest trees, flowers, flowers everywhere.

"Oh very pleasant when woods are green
And winds are soft and low,
To wander amid such sylvan scenes
When the long, drooping boughs between
Shadows dark and sunlight sheen
Alternate come and go."

We left this beautiful spot with regret, but as if the Sisters had not done enough, there was still another part of the city to be seen and enjoyed, and Ramona Park with all its beauties greeted us.

"The gentle spirit that haunts the lake
And wanders wherever the south wind floats,
Or the white flowers bloom in the valley green
Ramona, the gentle, wanders alone,
Waiting her lover who cometh not.
While ever and ever her plaintive voice
Is heard like the songbird's evening note."

Time flies apace and it is time to go, for time and steam cars wait for no man, or woman either, and the visiting Sisters were compelled to hasten to the station, where goodbys were regretfully uttered.

This meeting at Grand Rapids was a complete surprise and success. Silver Star is a small Division, but its members possess rare executive ability and work in harmony.

There was much disappointment that Mrs. Murdock and Mrs. Robertson could not be present. Their absence was unavoidable. A letter from Mrs. Robertson relative to the V. R. A., was read and commended.

The guests from Saginaw, Bay City, Jackson and Toledo were enthusiastic in their praise of Silver Star Division. Their only regret that these fraternal meetings are not more frequent. Their hope that each may meet the Grand Rapids Sisters under similar circumstances, and extend to them the gracious hospitality they enjoyed.

C. E. C.

Graves Decorated.

The B. of L. E. and the members of the Ladies' Auxillary to the B. of L. E., Cleburne, Tex., decorated the graves of the departed members of the order on Sunday. Twelve or fourteen of the members are at rest in the Cleburne cemetery and loving hands covered their graves with flowers.

In the afternoon a nice program was rendered in the Order of Railway Con-

ductors' hall on Chambers street. This is about the order in which the program was disposed of:

Introductory remarks by Engineer Henry Moore, Chief of the local B. of L. E. Division.

Prayer by Rev. Frederick Bowen.

Opening Ode by the order.

Solo by Mrs. Smith, of Gainesville.

Address by Hon. W. F. Ramsey.

Solo by Mrs. Smith, of Gainesville.

Address by Rev. Frederick Bowen.

Music.

Address by General Secretary Warr, of the Y. M. C. A.

Closing ode by the order.

Benediction by Rev. Frederick Bowen.

Judge Ramsey, in his address, said that the B. of L. E. was an order that stood for something, that it was on the side of law, that its members were men who lived faithful to duty and that many died on watch. He referred to Engineer Williams, who was shot by train robbers in the Indian Territory, and others that had been killed in wrecks, etc. He said that the B. of L. E. was a most important order and that its members commanded respect in the community in which they lived.

Rev. Frederick Bowen said that inasmuch as the members were so faithful from a standpoint of duty to the company employing them, and the further fact that they held such hazardous positions, made it more imperative why they should be prepared to meet God at any time. He made a strong plea to the members from a religious standpoint.

Mr. Samuel Warr referred to the time when he fired an engine in England, and asserted that he was a member of the Amalgamated Order of Locomotive Firemen's Association in that country. He said the members of the B. of L. E. were always ready for duty, and that he had known them to come in from a trip, tired and worn. After washing up and retiring they were called in thirty minutes to go out on another run. He said as they were so ready to perform duty they should strive to be equally as loyal to God. He laid stress on the peace of the man who was well grounded in the faith and was true to God.

All of the talks as well as the music were greatly enjoyed. The members of the order were accompanied by many friends to the cemetery to perform the pleasant duty of strewing the graves of the dead with flowers.

Midsummer Fancies.

It's a fact every man would be glad to dispute,
But there seems no good way to defeat it,
Adam hadn't the courage to gather the fruit,
But seemed perfectly willing to eat it.

If you cannot make both ends meet just call on the Telephone Girl.

The youth looks forward unto age,
But backward looks the man,
And one is vexed why Life should end,
And one why it began.

If it is a man's duty to work hard to provide the food for his family, it is equally the wife's duty to study how to prepare and serve such food in the best possible manner.

If nine women out of ten would devote the time and money now spent in pursuing the fads of the times in learning how to be expert cooks, the world would be happier and there would be fewer divorces and smaller doctor's bills.

Three women may a secret keep
If, as it has been said,
There's one of the lot has heard it not
And the other two are dead.

Bostonian—And what, I ask, is the price of freedom?

Chicagoan—Alimony.

"Here, Maria, here is a story about thirty Buffalo women who cooked on one stove for more than a year and didn't have a single quarrel in that time."

"What an amiably stupid lot they must have been."

Life's Mirror.

You will not be sorry for hearing before judging, for thinking before speaking, for holding an angry tongue, for stopping the ear to the tale-bearer, for disbelieving most of the ill reports, for being kind to the distressed, for doing good to all men, for asking pardon of all wrongs, for speaking evil of no one, for being courteous to all.

Let us resolve, first, to cultivate the grace of silence, second, to deem all fault-finding that does no good a sin, and to resolve, when we ourselves are happy not to poison the atmosphere of others by calling upon them to remark every painful and disagreeable feature in their daily life; third, to practice the grace and virtue of praise.

Did you ever think how much depends on the way we look at things?

Sometimes it almost seems that life is like a mirror, giving us back a reflection of the very thing we bring to it. How we all admire the man or woman of the cheery, optimistic spirit! Their bright, happy way of looking at things seems to be contagious, and the huddles in our own pathway smooth out. We give them back joy for joy, good will for good will, strength for strength, and are so glad in the giving! Isn't this true? They seem to call out the best there is in us.

We feel that success, health, harmony,

are the realities, and that failure, weakness, discord, the shadows. Our ideals grow higher and the world seems a glorious place. It is exactly as when a note is struck on a musical instrument in a warehouse with many others: the same tone responds in every one.

For life is the mirror of king and slave,
'Tis just what you are and do:
Then give to the world the best you have,
And the best will come back to you.

And what better thing can come to us than to be able to give to others the best that lies within ourselves, that by our living we may teach them the way in which to live, and by so doing, build up that only which is truest and best in their natures, and so unconsciously proving the truth of that old adage that, "Teaching by example is better than by precept."

FRANCES R. FOGG.

Visit of Our Grand President.

One of the most pleasant social functions to occur in the history of our Div. 188, Jackson, Tenn., was on May 18th, when we had the pleasure of a visit from our beloved Grand President Sister W. A. Murdock, of Chicago, Ill. Pythian Castle, our place of meeting, had been appropriately decorated for the occasion, and by 10 o'clock A. M. the hall was well filled with happy, bright women, waiting to greet our Grand President. Upon her arrival a few minutes were spent in social converse, and those of our members who had not met Mrs. Murdock, now had that pleasure. The meeting was called to order at 10:30 by our President, Sister Jas. R. Murphy, the Grand President occupying the seat of honor at her right. The meeting was opened in regular form, and I am glad to say that each officer elected and appointed, was at her "post of duty."

At 12 o'clock we adjourned for dinner and about twenty-five of the Brothers and Sisters repaired to "The Stag," one of the most fashionable hostels in the city, where an elegant course dinner was served. Two hours were pleasantly spent here in conversation and refreshing the "inner man." This being the afternoon of our regular meeting we again repaired to the hall, and were called to order at 2:45. One candidate, Mrs. John Gregory, was initiated. All of the ritualistic work was gone through with, and while we were by no means perfect, we received words of commendation and encouragement. Just before closing our President on behalf of Div. 188 presented Mrs. Murdock with a beautiful white gauze fan, hand painted in forget-me-nots, the

work of Miss Mayme Lee Hayley, the beautiful and talented daughter of Brother and Sister Ben Hayley. The Grand President in well chosen words expressed her appreciation of this little token of remembrance. At the close of the meeting the officers went in a body to James & Nelson's, where refreshments were served. Each lady was presented with a pink carnation, the emblematic flower of our order. From 9 till 12:30 P. M. an elegant reception was held at the Castle. The decorations were in our order colors—white, red, blue and royal purple, with banks of ferns, potted plants and crimson rambler roses. One of the city orchestras furnished music during the evening and altogether the scene was one of unusual charm.

Bro. J. B. Good, C. E. Div. 98, in his dignified and self-possessed manner was at his best as master of ceremonies. The address of welcome by Hon. R. F. Spragins and response by the Grand President were both brimming with wit and wisdom. Mrs. Murdock gave some good advice to the B. of L. E. and told of the good of our order. Bro. Thos. Quinn, C. E. of Div. 666, on behalf of his Division presented the Grand President with a beautiful bouquet of pink carnations, which she accepted in her usual happy manner.

Elegant refreshments were served, block cream in pink and white, heart shape, and block cake iced in white with the letters G. I. A. in pink.

Delicious frappé was served from a huge cut glass punch bowl, presided over by Miss Rachel Seiber, the pretty little daughter of Brother and Sister Charles Seiber. Miss Seiber also delighted the audience with two splendid recitations. Only engineers and wives of engineers were present at this reception, but the crowd of handsomely gowned women and gallant men was a large one. We have one of the largest and most prosperous Divisions in this entire Southland, are constantly adding to our membership, and a more loyal and enthusiastic body could not be found anywhere. While in our city, Sister Murdock was the guest of Brother and Sister George Cundiff at their elegant new home on North Royal street.

MRS. L. B. BAILEY, Sec. Div. 188.

School of Instruction.

May Flower Div., 133, Pittsburg, Kan., had a splendid time April 19 and 20. We were favored with a visit by our Grand President, who came to instruct us in a School of Instruction. We had about 70 delegates present with us from Divs. 227,

148, 150, 84, 90, 228, 287 and 158. Our Grand President came Wednesday morning and stayed with us until Friday morning. The Grand President and the delegates from Div. 90 were entertained at the home of Sister Melville, and a jolly good crowd were they.

The school opened Wednesday morning about 11 A. M., and closed Thursday afternoon at 4:30.

On Wednesday evening the members of May Flower Div., 133, held a reception at Red Men's Hall for the visiting members, the members of L. S. to B. of L. F. and their husbands and some of the members of the B. of L. E.

An enjoyable evening was spent in dancing, card playing and music, after which they served ice-cream, cake and fruit punch. Our Grand President was presented with a lovely bouquet of pink carnations to which she very fittingly responded.

Thursday afternoon after the closing of the session the ladies again served ice-cream, cake and punch to all present. Each one expressed himself as more than pleased with the kindness and hospitality extended to them by the members of May Flower Div., 133, also for the good derived from the school.

A reception was held on Thursday evening at the home of Sister Melville for the delegates who had not returned to their homes, also for the Grand President. The members and their families were invited in order to become better acquainted with our President. A very pleasant and social time was enjoyed by all. Dainty refreshments were served during the evening.
A MEMBER OF Div. 133.

Notice.

The new P. W. has been sent to each president. Any one failing to receive it will please notify the Grand President.

There is an error in it. The second number in third word should be 23.

MRS. W. A. MURDOCK, G. P.

Division News.

As it has been some time since 105 has been heard from, and as we are still on the track and in good running order, would like to have a little space in the beloved JOURNAL.

One of the most enjoyable times the Sisters have had was a dinner given by Sister Wm. Price, Sr., to which were invited the members of Steenrod Div. 105, G. I. A. to the B. of L. E. Dinner was served at 6 o'clock in courses, every idea being carefully carried out. The hostess was assisted by her daughters, Mrs. Wm.

Price and Mrs. Ed Price. Carnations and ferns were used in the dining room, and covers were laid for Mesdames Riley, Smith, Fualkenstine, Nichols of Wheeling, Seidwitz of Bridgeport, Tolmie, Heatherington, and Lewis and Miss Dolly Ohisholm of Bellaire. The hours were spent in a social way with music and games. Roses and ferns were much in evidence in the parlor and reception room. We had a raffle for a cushion, Sister Krebbs drew the lucky number. The insured members of 105 are not in favor of any change in the insurance, it is good enough as it is and costs enough. Hoping this will not find a resting place in the waste-basket,

I am yours in F. L. & P.,
MRS. C. D. LEWIS, Sec. 105.

FRIENDSHIP Division of Fort Wayne, Ind., has not been sleeping as some may think, because they do not see anything in the JOURNAL about them. The fact is they have been too busy to write.

As soon as the new officers were installed, and committees appointed, they proceeded to make arrangements to replenish the empty treasury.

The first event planned was a fair and bazaar the last of February and the proceeds of that gave them \$103 clear of all expenses to add to their general fund.

On Monday evening, May 1, they gave a reception and ball that was a great success, both socially and financially, so much so that it will be an annual affair hereafter, \$55 clear was the report from that.

Saturday evening, May 20, they entertained the members of Div. 12, B. of L. E., and gave them a sign for their hall, and served ice-cream and cake to all, and cigars to the Brothers.

June 28, this same busy Division, or rather their committee, made the arrangements for the entertainment of the Sisters from Bellevue and Garrett Divisions, about forty members in all. The visitors were met at the train by the committees appointed, and taken to the Young Women's Christian Association for lunch, and then to the hall for the meeting. It being the regular meeting day for Div. 18, the usual order of business was carried out, and the work exemplified at the request of the visitors. Remarks were made by the visiting Sisters for the good of the order.

At 5 o'clock the meeting adjourned and the visitors accompanied by thirty-five of the local Division went to the Areline Hotel, where arrangements had been made for dinner. In the evening an open meeting was held in Mulqueens Hall, and the Brothers and their wives were invited to attend.

At 8:30 the President, Sister Horning, called for order, and welcomed the guests, and then gave the chairman of the entertainment committee, Sister Carter, charge of the program. The first thing was the drill work by twenty Sisters dressed in white. They were on the floor for more than an hour, and not a mistake was made during all the numerous changes. The work was a credit to the team, as well as the drill mistress, Sister Carter.

Sister Durnell gave a talk on the "Origin and Growth of the Relief Association," and the reasons why every member of the Auxiliary, who is eligible, should avail herself of the protection provided for her. The social part of the program was certainly a success, visiting, dancing, etc. Ice-cream and cake were served during the evening, and it was not until time for the visitors to leave for their trains that the jolly crowd left for their homes, asking what next, when, and where so they could all be on hand.

Thus has passed the first six months of the fiscal year of 1905, and if the next committee on entertainments are as full of business the rest of the year there will be something more to report by January.

The Auxiliary appreciate very much the loyal support given them by the Brothers of Div. 12. Their attendance at all gatherings, when invited, speaks for itself and is ample proof that they are interested in their welfare. The Brothers have donated the use of their fine lodge room to the Sisters ever since they were organized, March 21, 1888.

PERHAPS the readers of the JOURNAL would like to hear once more from Div. 185, North LaCrosse, Wis. The first ball given by the Ladies' Auxiliary since the reorganization, when the Burlington women were taken into the order, was given Tuesday evening, June 9, in Union Hall, and was one of the crowning social events of the season in North LaCrosse society circles. The hall had been handsomely decorated for the event by the committee on arrangements, and the blending of the colors of the decorations with the colored light effects of the order presented a pretty scene. The weather was very bad and a heavy rain fell during the evening, but in spite of this fact there was a large crowd in attendance. The order cleared something near \$100 as the result of their labor. Much of the success of the event is due to the untiring effort of Mrs. James O'Brien, chairman of the committee on arrangements, and Mrs. W. Blanchett.

MRS. J. F. MERCER, Sec. Div. 185.

Div. 349, Washington, Ind., is still as enthusiastic as when I wrote last. A great many applications are coming in daily, and I think Div. 349 has some of the finest members to be found any place. We will soon have a banner Division.

The ladies of the G. I. A. have attended some very pleasant duties during the past month, also they have some sorrowful duties. Such is life, sunshine and tempest alternately; happy indeed are those whose dispositions will allow them to meet both extremes in the right spirit. Of such are the members of G. I. A. Div. 349.

On the 11th of May a very successful surprise party was given by these ladies on Sister Wm. Day. Dear Sister Day has met both sunshine and tempest, enjoyed the first, and overcome the last. On this occasion she was so completely surprised that the first remark she made was to say she wished she had had time to remove her dressing sack, to which Sister Sullivan strenuously objected, saying it was not at all correct to receive *deshabille*. Of course the visitors all knew Sister Day meant *exchange for remove*.

On the 19th of May these fun-loving Sisters planned another surprise, this time on Sister Stump, which was so secretly planned that Sister Stump has hardly recovered her equilibrium yet. It is an old saying, "that a woman cannot keep a secret," but Sister Stump says the author of that statement had not been introduced to the ladies of G. I. A. Div. 349.

On the 30th of May, Decoration Day, these ladies also distinguished themselves by visiting Oak Grove and St. John's cemeteries, and the graves of deceased Brother engineers were profusely covered with lovely and costly flowers. The ladies drove to both these cities of the dead in the forenoon, and those who visited the graves in the afternoon were surprised at the beautifully decorated mounds. It was a beautiful and touching tribute to the memory of the loved forms lying so peacefully in their last sleep.

Scatter sweet flowers o'er the honored dead,

Water the blooms with the falling tear;

But the grave that we honor the dearest, the best,
Is the resting place of the engineer.

Peaceful he lies in the city of the dead,

No cares or no sorrows can trouble him here;

Engraved on his tombstone there plainly is read

The name that we honor—our dead engineer.

The shriek of the whistle, the sound of the bell

For him has no terror, he is lying at rest;

The heart that was bravest when danger was near

Forever is stilled. Well, our Father knows best.

But scatter the blossoms so lavishly there,

Where the green sod is growing upon that dear spot;

While the heroes of battle are honored today,

Our brave engineers they shall ne'er be forgot.

MRS. HENRY B. JONES.

ALEXANDRA Div., 297, Hamilton, Canada, Ladies' Auxiliary to the B. of L. E., held a very successful At Home in the A. O. F. Hall, on June 1.

The following contributed to the program:

Misses Marie McCartie, Alta McKeown, Agnes Oliver, Tena Pitt, Jean Michael, Helen Ballentine, Mr. Blatz, R. Symmers, Fred Mitchell, Willie Reid, Miss J. Clunas, Mrs. T. Binkley, and Mr. Blatz, accompanist.

During the evening Miss Irene Wright presented a bouquet to the chairman, Mr. Jas. Oliver, C. E. of Div. 133, B. of L. E.

After the program refreshments were served and card playing and dancing indulged in.

This is the second At Home given by the ladies of Alexandra Div. 297, which gives promise of being one of the flourishing Divisions in the order.

MRS. W. F. BAINES, Sec.

THE members of Border City 206, Laredo, Tex., wish to thank our Sister Divisions, who responded so generously. Baby Scott drew the lucky No. 3 for Better Half Div. 21, Atlanta, Ga.

SEC. 206.

On Friday evening, May 25, a carnation tea and reception was given Mrs. J. F. Cook of Concord, First Assistant Grand Vice President of the G. I. A. to the B. of L. E., by Mesdames J. E. Scannell, C. E. Davis and G. W. Currier, members of No. 49, Concord, N. H., at the home of Mrs. Scannell in West Lebanon. Members of Div. 114, St. Albans, Vt., guests of Mrs. D. A. Elliott and Mrs. C. E. Davis, and members of Div. 81, Woodsville, residing at White River Junction and West Lebanon, were present. A happy crowd did justice to the delicacies of the season provided and served by the hosts. The table was decorated with beautiful pinks, and a pink carnation, the emblematic flower of the order, was beside each plate. A delightful evening was passed. Mrs. Colby, a former music teacher of Lyndonville, Vt., and Mrs. Hutchinson of White River Junction, entertained by vocal and instrumental music. All thoroughly enjoyed and appreciated the efforts of the three ladies who conceived and successfully carried out the details of such a happy occasion. The following day, through the courtesy of Mrs. Scannell, who accompanied them, Mrs. Cook and party enjoyed a ride through Lebanon and Hanover, where Mrs. Cook's son is a student at Dartmouth. While here Mrs. Cook was entertained by Mrs. Scannell and Davis, and by kindness of latter escorted by Miss Wood, carriage drives were taken about

West Lebanon and White River Junction, when calls were made upon all resident members of the G. I. A. and B. of L. E.

MRS. C. DAVIS, Member of Div. 49.

PERHAPS the Sisters that attended the school of instruction held in Newark, O., by Criswell Div. 41, wondered why there was never any account given in the JOURNAL, for we had such a delightful time, and our own members wondered why it was never printed, for I know it was written and sent somewhere.

Well, dear Sisters, I will tell you a secret, that is if you will promise me never to tell any Sister of Criswell Division, not even to tell our dear President. I misdirected my letter; it has been around the circle, returned to me, and here is the way it was directed—Mrs. Mary Cassell, editress, Ohio. Now, Sisters, what do you think of that? What a correct and learned secretary Criswell Division has! Now Sisters, do you not think our next convention delegate ought to present my name for consideration as next Grand Secretary?

I hope this article will not be too lengthy to tell you something about the enjoyable times we have been having this year. We had a progressive euchre party, of which Sister Eberly was chairman and she is a progressive Sister and it was a financial success. We also held a country store under the leadership of Sister Jennie Johns, and she just knows all about a country store, and we made \$80. The last social, but not the least by any means, Sisters Ryan and Wyant made up their minds they were going to make Brother and Sister McManus happy, and they were called to the hall to spend a social evening. When they arrived at the hall the tables were spread for about sixty, and they were told it was a surprise for them, and they were indeed surprised. When our President, Sister Howard, called for order and presented to the old engineer of nearly fifty years' service, in behalf of Bro. Ed. Ryan, a beautiful Brotherhood badge, all the old Brother could say was "I thank you." The Sisters also gave the Sister some very useful presents, to which she responded with many thanks. So you see, Sisters, Criswell Division is never sleeping. Sisters, keep the secret. SEC.

[This article from Newark, Ohio, goes to prove how very necessary it is that correspondents should be careful when they direct their letters to this office.

Many times the Editors have to bear unjust criticism and fault-finding, when the fault lies at the door of the writer. In this one case I know the members of Div. 41 thought they were slighted be-

cause their splendid school of instruction was not mentioned in the JOURNAL. I understood at the time (which was many months ago) that the Secretary would write it up, and I kept waiting for the account which never came. I would have been pleased to tell about it, because we all enjoyed it so much. Sister Murdock was there and many Divisions were represented. All who were present were more than benefited.

Dear Sisters, after this when your doings are reported and do not appear, please send to this office for an explanation.

One Division is just the same to us as another, and no partiality is shown. Be careful to address mail correctly, and there will be no reason to complain, I am sure. EDITRESS.]

G. I. A. Voluntary Relief Association.

TOLEDO, O., Aug. 1, 1905.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for same was dated later than June 30, 1905.

ASSESSMENT No. 222.

Died June 16, 1905. Sister Mary V. Aldrich, aged 55, of Div. 232, Buffalo, N. Y. Cause of death, multiple sarcoma. Carried two certificates, dated Aug. 1, 1896, payable to Mary E. Aldrich, daughter.

ASSESSMENT No. 223.

Died June 17, 1905. Sister Mary E. Davis, aged 51, of Div. 258, Louisville, Ky. Cause of death, acute softening of brain. Carried one certificate, dated February, 1903, payable to Geo. W. Davis, husband.

ASSESSMENT No. 224.

Died June 18, 1905. Sister Kate E. Snyder, aged 53, of Div. 98, Topeka, Kan. Cause of death, cancer of uterus. Carried one certificate, dated May, 1891, payable to John H. Snyder, husband.

Assessment No. 224 will be paid from the Assessment fund.

Members will pay their Insurance Secretaries on or before August 31, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to General Secretary and Treasurer not later than Sept. 10, or stand delinquent till remittance is made.

Members in good standing June 30, 1905, forty-nine hundred and eighty-nine in first class; and two thousand and ninety-one in second class.

N. B.—Bylaws, page 88, lines 6 and 7, refer to all receipts received from General Secretary and Treasurer. As now worded, the meaning is obscure. MRS. GEO. WILSON, Pres. V. R. A.

M. L. ROBERTSON, Gen'l Sec'y and Treas.

● ● Technical ● ●

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Westinghouse Compound Pump.

BY R. H. BLACKALL.

The accompanying illustration shows the Westinghouse compound air pump that is now being introduced into service where this type of pump is desired. While this is a pump new to the railroad world in America it is not of an experimental nature since it has been manufactured by the English Westinghouse Company for a number of years. The one illustrated is essentially the same as the English pump, though it has been changed slightly in its construction.

As to capacity, this pump is designed to correspond to that of the eleven-inch pump, the air cylinders being eleven inches in diameter and the stroke twelve inches.

You will note that the diameter of the steam piston is but eight inches, hence the steam consumption corresponds to that which would be used with an eight-inch simple pump having a twelve-inch stroke. Due to the small size of the steam cylinder the saving of steam effected, as compared with the eleven-inch pump, is 52 per cent. Due to the compounding feature, there is a saving in the air efficiency of 16 per cent, even when not taking into account the saving made by the use of the smaller steam cylinder.

The steam consumption per cubic foot of free air compressed is 45 per cent of that used with the 11-inch simple pump.

The pump has been so designed that, as far as possible, the parts will be interchangeable with the eleven and the nine and one-half-inch pumps. The parts of the valve motion for the steam portion are interchangeable with nine and one-half-inch pump, aside from the reversing rod; the packing rings and the air valves of the air end are interchangeable with the 11-inch pump. A study of the construction of the pump shows that there is nothing new in the steam end and that, after being familiar with the simple pumps, there is no difficulty in understanding the operation of the air end, and in locating any defects that may develop. It will also be noted that the steam and air connections are standard with other Westinghouse pumps.

There are some who are of the opinion that a compound pump is what should be used. There is no doubt but that steam

is saved with a compressor of this type, but it is a question whether the same gain is effected under practical conditions as in laboratory tests. In considering this matter, the final decision is affected somewhat by the experience we have had in saving coal by the use of compound engines. The results should not be compared, as the actual conditions are so different. It must be remembered that the work of the pump while on the level and up grade is to supply leakage, and the air consumed by the so-called "parasites." It is true that the leakage sometimes means considerable work for the pump, but the hill and mountain work is what calls for the greatest energy from the pump. If the steam were not used in the pump, when a train is descending a grade, there would usually be a large amount blown to the atmosphere through the pop, hence this should be considered in estimating the actual saving made with a compound, as compared with a simple pump, under actual and practical conditions.

There are advantages in the use of the compound pump, when considered from the standpoint of steam consumption, and as shown by a laboratory test, but in the case of a locomotive this saving is offset to a large degree when we consider the greater number of parts to maintain, the steam used in the pump which would otherwise be wasted through the pop, the additional size, weight, number of parts, etc.

While there may be conditions that will warrant its use, such as a practically level road, it would seem preferable for the general run of service, to use two simple pumps of a smaller capacity, but such as will permit a train to be brought to a terminal in case one of the pumps should break down. With a compound there is always a greater chance for failures, due to the fact that there are a greater number of parts, hence there are more chances for engine failures that would practically be done away with by the two pump system.

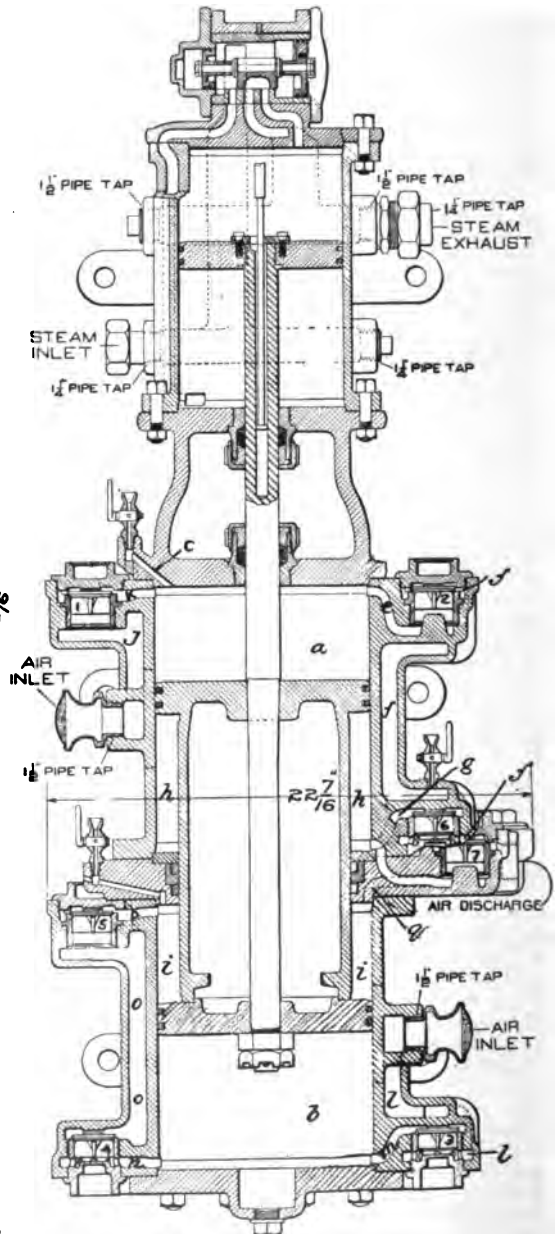
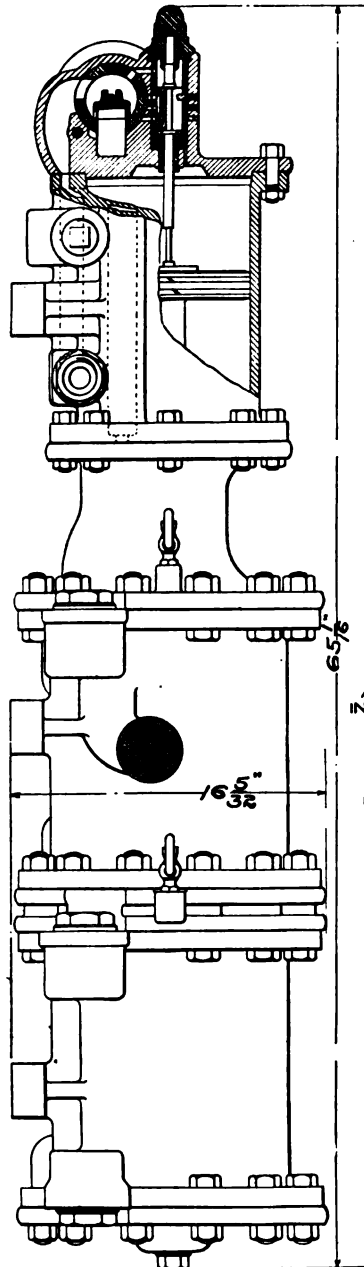
DESCRIPTION OF THE PUMP AND ITS OPERATION.

As before stated, the diameter of the steam cylinder is 8 inches and the stroke of the pump is 12 inches. A description of the operation of the steam cylinder is unnecessary as it is precisely the same as that of the nine and one-half and the eleven-inch pumps.

The air cylinder is eleven inches in diameter. The pistons are so connected that there is an annular groove around their trunk. This groove is separated at the middle by a ring so as to make two compartments which are the high pres-

sure chambers, separated from the large chamber under the lower piston and above the upper piston by the pistons and by suitable valves.

lower receiving valve; 4, is the low pressure discharge valve; 5, is the lower-intermediate discharge valve; 6, is the upper-intermediate discharge valve; 7, is



There are eight air valves: the upper valve, 1, is the upper receiving valve; 2, is the low pressure discharge valve; 3, is the

the upper, high pressure, discharge valve; 8, not shown, but corresponding in position with valve 7, is the lower, high-pres-

sure, discharge valve, used in connection with chamber *i*.

We will suppose the pump to be on the up stroke. Air will enter port *l*, unseat valve 3 and pass through port *m* and fill chamber *b* below the large piston. When the motion of the pump is reversed, the air that has been drawn into chamber *a* will be compressed. It will pass through port *n*, unseat valve 4, pass into chamber *o*, unseat valve 5, pass through port *p* and into chamber *i*, surrounding the spool of the piston. The ratio of the volumes in *b* and *i* are such that the air from the former, forced into the latter, will give a pressure of about 40 pounds when the piston has reached the bottom of its stroke. When the motion of the piston is reversed, the pressure of 40 pounds in chamber *i* will be compressed, at the same time air is being drawn into chamber *b* from the atmosphere. As soon as the pressure in chamber *i* exceeds that in the main reservoir, above valve 3, not shown, the valve will be forced from its seat and air from chamber *i* will pass through port *q*, and by the unseated valve to the main reservoir.

The offices of the other valves, which work in conjunction with the upper part of the cylinder, are the same as those whose action has just been described. It might be well to add, however, that chamber *f*, above valve 2, is connected with chamber *f* which extends down the side of the pump, as shown, and extends underneath valve 6, which is the intermediate-discharge valve for the upper cylinder.

It will be noted that no air can pass from either chamber *h* or *i* until the pressure in either of these chambers is in excess of that in the main reservoir.

Suppose the pump to be at a point just before it has reached the top of its stroke: In this position there will be main reservoir pressure in chamber *i*, acting down on the annular space above the lower piston; this corresponds with chamber *i* above the lower piston; below this piston there will be atmospheric pressure. There will be 40 pounds in chamber *a* acting downward on the upper piston and an equal pressure acting upward on this piston, but on the small area which corresponds with a section of chamber *h*. It will thus be seen that the pressure of 40 pounds acting down on the upper piston is balanced to an amount which equals the horizontal section of chamber *h*. The width of this chamber is $1\frac{1}{2}$ inches on each side, so the actual area subjected to a pressure of 40 pounds, and which the power acting on the steam piston has to overcome, is but $8\frac{3}{4}$ inches, on the upper piston. On the lower piston there is atmospheric pressure below and main reservoir pressure on the area exposed to cham-

ber *i*. The total area exposed, and what represents the work that must be overcome by the pressure acting on the steam piston, is 40 pounds maximum on an $8\frac{3}{4}$ inch diameter and main reservoir pressure, on the outside ring $1\frac{1}{2}$ inches wide on an 11-inch piston, that is, an area equal to that of an 11-inch circle less that of an $8\frac{3}{4}$ inch circle.

The statement that there is an air efficiency in the air cylinder alone of 16 per cent may, at first thought, seem to be erroneous, since it would seem that, if the cylinders in both the simple and the compound pumps are 11-inch, the air drawn in must be the same. While the volumes in the cylinders are the same, the actual working conditions cause more air to be drawn into the compound pump at the end of the stroke; with the simple pump there is a pressure below or above the air piston, as the case may be, equal to that in the main reservoir. With the compound pump this pressure is but 40 pounds. With a pressure of 40 pounds in the clearance space in the one case, and with 100 or 130 pounds in the other, a greater movement of the pistons will be necessary in the one case before atmospheric pressure has been reached, and before air can be taken in from the atmosphere. This being true, it follows that atmospheric pressure is reached more quickly, and with less movement of the piston, with the compound pump, consequently more air will be taken in and the air efficiency, as stated, will be greater.

It will be noted that three oil cups are shown; the lower ones are to insure proper lubrication for the inner packing rings. An automatic oil cup is furnished in place of the top one shown. The oil furnished by this cup will afford sufficient lubrication after the middle cups are used to obtain a preliminary lubrication.

The same method of operation employed with the other pumps will also obtain satisfactory results with the compound.

QUESTIONS AND ANSWERS.

Q.—W. R.—Every once in a while I hear of some trouble on the road and that an angle cock has closed. I would like to know what the JOURNAL thinks about this; that is, whether the angle cock ever does close or not. I have examined a great many and do not see how they can close very well unless some one turns them by hand.

A.—There is no doubt but that an angle cock, under certain conditions, can work shut, but this is the exception and occurs but seldom. There is also no doubt but that some of the cases of which we hear are misstatements made by the people who have been careless and who, knowing that an angle cock may work

shut, ascribe this action for some accident that is actually the result of carelessness on their part.

We have known of cases where the valve handle has been turned by hand by mischievous boys, and also by people who were stealing a ride and who closed the cock so that the brake pipe leakage would cause the brakes to apply, and thus permit them to get off at the point to which they were traveling.

Angle cocks have also been known to close from being improperly secured, and from being loose in the hanger. If loose, and so located that they may strike some part of the car when vibrating, they may be closed. The constant striking jars the valve from its seat, compressing the spring under the valve. There is a torsional action to the spring when compressed which tends to turn the valve when unseated, thus acting to close the air passage.

We have seen a case where a cock was closed by the action of the end sill when the engine was working hard. The angle cock was fastened to the car framing very close to the end sill and had a very considerable slant. The end sill was quite loose so that when the engine was working hard, there was a constant twisting of it. In twisting a part of the sill came in contact with the edge of the valve handle and the rubbing action caused a movement of the handle. The movement was slight, but sufficient to gradually close the cock.

While the actions described are very few and far between, the fact that such things may occur are forcible reasons why engineers should not take chances in starting down grades before knowing whether or not the cocks are open. This can be told by the length of the brake pipe exhaust, which is longer, for a given reduction, as the length of the train increases. The possibility of this action also shows the necessity for making a running test, if possible, before descending a grade. It is too often the case that the brakes are not applied until the speed of a train, after tipping over a summit, has reached the maximum desired. If there is anything wrong with the brakes, this practice does not give the train crew the requisite time to obtain control of the train by hand before a dangerous speed has been attained.

Q.—L. K. M.—We have some new engines with an equipment that I never saw before. It hasn't any triple valves on the engine and tender and no auxiliary reservoirs on the engine or tender. The brake valve is different too and has another position on. What is the extra position for and are the others the same as the ones on the old G 6 valve?

A.—The equipment referred to is the Improved Westinghouse Engine and Tender Brake. As you state, there are no triple valves on the engine and tender and the brake valve is somewhat different in construction. This whole equipment will be fully illustrated in the columns of the JOURNAL and full explanations of its operation will also be given in the near future. For the present, we will answer your question by simply explaining the different brake valve positions.

They are five in number, and are the same in name with the exception of the one just to the right of "running position," that is, the one between "running" and "lap" positions. This is known as the "holding" position.

The valve is handled practically the same as the old valve, but by so doing, the advantages obtained will be greater. If the valve handle is placed in release or holding positions the driver and tender brakes will not release. This feature was placed in the valve so that in making a release on a train the engine and tender brakes can be retained so that the tendency would be for the slack to bunch in releasing, rather than for it to run out and break the train in two. If the brake valve handle were left in release position too long, the brake pipe would be overcharged, hence the brake valve handle may be returned to the holding position where but 70 pounds brake-pipe pressure will be obtained, but the driver and tender brakes will still be retained. When ready to release these brakes it is only necessary to move the handle to running position, in which position the resultant brake-pipe pressure will be 70 pounds and both the driver and tender brakes will release. If it is desired to release the driver and tender brakes gradually, this can be done by moving the valve handle to running position and back to holding position. This action can be repeated until all of the cylinder pressure has escaped, thus giving the same kind of a release as is obtained with the straight-air brake. The lap, service, and emergency positions are the same, and accomplish the same results, as the present valve in general use.

This new equipment also includes straight air features, which are obtained by the simple addition of a single valve. This straight air also contains desirable features in addition to those embodied in the present combined Automatic and Straight-Air Brake. As already stated, a full illustration and explanation of this new equipment will be given the readers of the JOURNAL in the very near future.

Q.—F. B.—In using the brakes with a service application can you tell me whether the slack bunches or stretches?

The idea I have always had was that it bunched. I don't know where I got the idea, for I think I always had it and I think most of the engineers I have talked to had the same idea.

A.—It depends upon whether you refer to the action of the slack in a passenger or a freight train. Aside from the different conditions in the two kinds of trains there are other things that have a bearing on whether the slack would be bunched or stretched. The loaded cars have a very strong bearing on this matter, also the condition of the track under consideration.

Considering the matter in a general way, the tendency for the cars in an empty freight train is to come together, since the braking power on the engine is higher and the brakes on the front of a long train are generally applied with a higher cylinder pressure. The pressure is higher at the front of the train, if the piston travel is about the same, since, on the rear, the reduction of brake-pipe pressure is slower and more of the auxiliary reservoir pressure feeds back into the brake pipe.

In passenger train service the tendency is for the slack to bunch when the brakes are first applied and then gradually stretch. This is because the braking power is higher on the cars than on the engine and tender, also to the fact that the load in the baggage and express cars reduces the percentage of braking power on these cars. The tender, though usually braked at from 90 to 100 per cent, has a sufficient load to greatly reduce the actual percentage of braking power.

To give an answer to your question with any degree of accuracy, it would be necessary to consider some particular set of conditions where the information could be obtained covering the distribution of weight, percentage of braking power, amount of piston travel, track conditions, etc.

Q.—S. S. D.—Why is it that there seem to be so many more train-line leaks where the cross-over joins the triple valve and at the union on the strainer than at any other place in the train line? I should think that one of the joints would be as likely to work loose as another.

A.—The reason more leakage is found at these places is that the cylinders and reservoirs are not kept tight against the timbers or iron work to which they are fastened. When put up with timbers they shrink and permit lost motion between the equipment and the timbers, thus permitting a movement when the brakes are applied. This movement is such as necessitates a proper provision in flexibility in the piping. If this provision is not made the strain comes principally at the points

which you cite, with the result that leakage occurs. The cross-over piping should be so erected that any motion parallel with the car will be compensated for by a movement of a pipe fitting about a nipple. There are many cases where this provision is not made, and where this is, considerable trouble is experienced with leakage. The writer knew of one case where all leakage was reduced so that the pump made but forty single strokes per minute to supply the leakage. After the train had been controlled down a seven-mile grade by the brakes the leakage had increased so that the pump made some eighty odd strokes to maintain the leakage. This was entirely due to the loose condition of the cylinders and reservoirs. The road owning these cars, upon being advised concerning the condition of the equipment, put on a force of men to tighten up all cylinders and reservoirs with the result that a 9½-inch pump had no trouble whatever in supplying a train of seventy cars where before they had complained that this pump was not large enough to supply the air for this length of train.

Q.—B.—In what distance can a six-car passenger train be stopped with the high-speed train and how long would it take to make the stop with the 70-pound pressure if the speed was 60 miles per hour?

A.—To tell just what could be done in a certain case it would be necessary to know the conditions as to braking power, kind of brake shoes, etc. We presume what you wish is the comparative distance and give the following figures covering comparative stops for a seven-car train:

Sixty miles per hour, high-speed train, 1,275 feet.

Sixty miles per hour, ordinary brake, 70 pounds, 1,615 feet.

Better stops have been made than shown, but these show comparative work done by the two brakes where both wheels and brake shoes were cast iron.

Electricity—The Street Car Equipment.

BY ELWOOD A. GRISSINGER, E. E.

When starting a new car, try the motors one at a time, and observe whether the revolution of the controller handle moves car in same direction with each motor. If it is found that it does not, cross the armature or field wires on one of the motors. Sometimes an open circuit in the car wiring occurs, and the car cannot be started. To check up, try both controllers. If car will start from one controller and not the other, a fault will be found in the second controller. If neither works, the trouble is not likely to be in the controllers. It is scarcely possible

that both controllers will be crippled at the same time, although the writer has seen a parallel instance on a steam locomotive where both injectors were crippled at the same time, and in precisely the same manner.

If the controllers do not evidence the open circuit, tie down the trolley pole from the overhead wire. Then turn controller handle to first notch. Remove the controller case, hold one wire of a magneto or testing bell upon the iron work of the car truck and place the other wire of the magneto bell upon the terminal of the controller marked G. If the bell rings when its handle is turned, it is certain that the ground connection is all right through the controller. In the same manner, test all terminals of controller with corresponding terminals on armatures, fields and brakes (if electric brakes are used) until you come to that one where the bell will not ring. When the latter occurs the source of trouble is located, and the wires should be traced from that point and faults corrected, until you can cause the bell to ring through that circuit. If it is found that all points ring up from the one controller, bring that one to "off" position and repeat the work with the second controller. If both controllers and their circuits are found correct, look for the open circuit between the trolley and the fuse block or the circuit breaker. In doing such testing, the canopy switch or circuit breaker should be kept closed.

Street car motors are not the nicest looking type of electrical apparatus, but they are built of the very best materials and in the most substantial manner, so as to withstand the most severe service to which any kind of motor power is subjected. The one great aim of every street car company is to keep the cars running, and as nearly regular as possible; secondary to such is the cost of operation. The latter item used to be very heavy, because of an enormous repair account. Such an account will always prove a considerable item, but it can be kept very low, comparatively speaking, if equipments are regularly inspected by competent inspectors, and if all employees who have anything to do with the operation of the cars familiarize themselves with the details of the system. Those men are always the most valuable who know most of the business in which they are engaged. It is not only necessary to know when to turn a controller handle on or off, but just as well to know what happens when you are doing it; and if nothing happens when it should, or the operation be imperfect, it is the desirable man who knows what to do and can do it quickest.

Regular and frequent inspection should include the commutator, brushes, brush holders, controllers and trolley wheel. The commutator must be kept clean. Its surface should be kept as true as possible. As long as the commutator runs smooth, without sparking, etc., nothing need be done to it. Otherwise, the brushes should be removed after motor has been cut out, and while the armature revolves from some other source than its own power, apply sandpaper of reasonable fineness until the surface feels perfectly smooth to the hand. A very small amount of paraffine or commutator compound is beneficial when rubbed on the commutator, but as long as the latter runs smooth and shows a good gloss apply nothing and do nothing to it, unless to remove dust or dirt by means of a dry cloth. Should, however, the commutator become out of true, or so rough that sandpapering does no good, the armature must at once be removed from the frame, placed in a lathe, and its commutator carefully turned down with a very sharp tool. When turning, take a very shallow cut, and repeat until the commutator has been brought into proper shape. Do not run the tool all the way to the edge, but permit a narrow flange to stand. Finish the job by polishing with fine sandpaper. A very sharp tool must be used, because commutator copper is hard and tough, and in cutting, small pieces are liable to burr across from one segment to another, which must be guarded against.

The brushes should always make good positive contact with the commutator. It is only necessary that they bear upon the latter with sufficient pressure to keep them there at all speeds and over all kinds of track. The brushes are placed within brush holders, and held against the commutator with springs, the tension of which can be regulated within certain limits. Brushes should be removed often and any dirt cleaned from them, and from the brush holders within which they are placed, because dirty brushes cannot move as freely as necessity demands. Brushes should not be allowed to wear too short, because the springs will then not act properly. When brushes are removed, care must be taken that they be replaced as found, because after wearing for a time they will likely not fit the commutator on the opposite side to which they had been running. The brush holders can be adjusted up and down and in a small arc of a circle. This adjustment should be effected as the commutator wears down, it being borne in mind that the lower end of a brush holder should remain at about one-quarter of an inch from the commutator.

With the controllers, their cases should

be removed and all contacts examined and made tight. In fact, wherever there is a contact made by means of a bolt, nut or screw, it should be examined often and made tight. The constant jarring is very liable to loosen them, and a loose joint of any kind will make all sorts of trouble. Since the controller is virtually a combination of small switches, it follows that it will consist of a large number of moving contacts. Every time a car is operated, these contacts make and break a circuit, which, combined with the friction, causes them to roughen, work hard and heat from sparking, all of which will wear them down rapidly. Such contacts should be cleaned frequently, all rough spots removed, polished, and a very small amount of tallow placed on their surfaces to facilitate smoothness of motion and prevent them from becoming dry, harsh and cutting. These small parts require repairs fast enough, and their life can be materially increased with a little care. At the top of the controller cylinder is a form of ratchet wheel. This should be lubricated as well as the upper and lower bearings of the cylinder; but such lubrication must be just enough for the purpose and not sufficient to permit of its running down upon the cylinder proper.

Bearings and the proper lubricant to use are a matter of great importance. All street car motor bearings nowadays are babbitt lined. In many cases they are self-oiling, using a medium heavy lubricating oil, and in others, so-called dope or grease is used in grease boxes above the bearings. To this grease is usually added a small amount of heavy lubricating oil. Bearings should never be allowed to get very warm. It is well after every day's run to add a little oil in the grease; stir it and push it through to the shaft below. At times, all grease should be removed and bearings thoroughly cleaned. In case of self-oiling bearings, it is only necessary to see that there is always a full chamber of oil. Care must be exercised that dirt of every kind be kept out of the bearings. The wearing of the bearings must be watched closely, because, as they wear, the armature will be lowered and approach the field poles on one side. Such wear can extend sufficiently to permit the armature rubbing against the pole pieces. Such rubbing may destroy an armature that will cost a great deal more to replace, whereas a bearing can be removed and re-babbitted at a small expense.

Upon the side of each motor a great case is placed. This completely incloses the pinion and gear wheel, is water-tight, and will hold a goodly amount of grease for lubricating the gears. These gears as

now made are cut steel, and will last a long time if a sufficient quantity of the lubricant is kept within the casing, but an examination should be made frequently to see how much they have worn and whether all bolts are tight, for the gear wheel which is mounted upon the car axle is a split-steel gear. Any loose motion of a pinion can be taken up on its own shaft by means of the nuts provided for the purpose. Both pinion and gear must be tight upon shaft and axle. If there be any motion, a worn feather or key may prove to be the cause. Because of the fact that the gears are carefully cut, and that they revolve in a lubricant, they will run quiet. If they do not, they should not be operated until any faults have been remedied. The amount of grease in a gear casing should be enough to keep the gears well oiled. Frequent examination will reveal whether they are running with sufficient lubrication or not. Gear casings must be kept perfectly tight. The writer does not deem it necessary to refer to the mechanical details of the hand braking mechanism, as the readers are, no doubt, thoroughly familiar with such. What applies to steam railroad practice applies with equal force here. The adjustment of brakes is the same. Hand brakes are used almost exclusively. Some systems have employed air, which is compressed by a compressor attached to an axle, or by means of an automatic motor driven pump, deriving its power from the trolley. Of late, the electric brake has been meeting with good success, but such a brake will not hold a car still on a grade. A car will creep down hill with an electric brake. Still another form of brake employs a shoe which can be pressed upon the rail. This has only been used in a few instances, so far as the writer is aware.

The life of a trolley wheel depends upon the quality of the metal of which it is composed, of the care it has had, and the number of miles it has traveled. Wheels should be oiled daily, and renewed when they are found to rattle and to have roughened materially where they come in contact with the trolley wire. If a wheel flashes badly, it may be due to there not being sufficient tension between the wheel and wire. Such flashing is very injurious to the trolley wire, and should be prevented at the earliest possible moment. Trolley wires cost money.

Much that has been said about dynamos and motors in general applies to street car motors as well. Some of the writing may appear superfluous, but too much attention cannot be given the details of electrical apparatus, and street car work in particular.

Accompanying this article, the writer

has prepared a diagram of car wiring, which will show the path of the current from the trolley through the motors. From the trolley the circuit divides, one to each end of the car. In this instance, we will assume that controller No. 1 is to be used. The current will, therefore, flow to the left through the circuit breaker and choke coil to the controller. When the latter is put in operation, current flows through the wires inclosed in the drum hose to motors No. 1 and No. 2. Now, the amount of current that will flow to the motors depends on the position of the controller handle, because by the latter more or less of the resistance marked R1, R2, etc., is put in series or parallel with the motors. The controller subdivides the resistance, and also places the motors in series or parallel with one another and the resistances. The first notch of one type of controller places the motors in series with each other and with the resistance. The second notch will halve the resistance. The third notch will cut out the resistance entirely and leave the motors in series with one another, each motor then getting 250 volts approximately and the same amount of current, depending on the work that is being done. The fourth notch will throw the motors in parallel with one another and in series with the resistance; the fifth notch will halve that resistance, and the sixth notch will cut out the resistance and leave the motors in parallel with each other, but each motor will be in series with the line, and will then be getting the full 500 volts. All the while these controller changes are going on, the motors are increasing the power they develop, and as they are variable speed motors their speed will be increasing—this provided the load remains the same. For different conditions, different types of controllers are used, some having more or less than six notches. The more notches, the more subdivisions there are, and the easier the car will start.

Each motor has its field and armature terminals connected to each controller through different leads. From the motors the current passes to the rails through the ground connection. If, however, as is usually the case, the current flows the other way—that is, comes from the power house through the rails, thence through the car equipment to the trolley wire, thence back to the power house—the direction of the current through the car wiring depends upon whether the trolley wire is made plus or minus at the power house. If plus, the current will return to power house through the rails; if minus, vice versa. The reason for making a distinction is that electrolysis of piping is minimized if the current

flows to the power house through the trolley wire. In all systems of electric traction as now used, the rails form one side of the circuit. That is why the rail joints are connected with heavy copper bands, and why, still better, rail joints are electrically welded together in some of the more modern systems.

Taking Chances.

BY J. W. READING.

In watching the various accident reports issued by the Interstate Commerce Commission, it seems surprising, modern safety appliances being considered, that the accident and death list should continue so high.

Undoubtedly chance in one form and another will continue to be taken by railroad employees. The engineer will not fail to be in evidence who will take a chance to run for water or who may take a narrow chance to go one station farther to meet an opposing train, or may know that something has gone wrong with his engine but thinks she will hold together until he makes the next station. When the engineer takes a chance his success must of necessity depend largely on the amount of experience he has had together with the keen judgment and natural adaptability he may have for his calling. The chance that goes with one engineer fails with another, and the failure of a chance often brings disaster, no matter in what calling of mankind the risk is taken.

In the days of the link and pin chances were continually taken by train and switchmen who would jump in front of a moving car to take out or insert a link. These men during switching service had a habit of waiting at the switch stand; after giving a "kick" signal for car or cars to reach them where cut was to be made, and while cars were moving anywhere from six to ten miles an hour, would run in between the cars and lift pin, jump out and signal engine men to stop, back up, etc. It frequently happened that they never came out and if a list could be compiled of boys who took this chance and are now sleeping away the years it would be something surprising if not appalling.

In the days of which I mention train and switchmen prided themselves on their dexterity, the practice of standing between the rails to mount an approaching car by grabbing the brake staff with their hands and stepping on brake beam, or go through about the same performance in mounting the footboard or pilot of the locomotive, all of which could be seen in

any railway yard. If I should go into detail of the desperate, dare-devil chances I have seen taken, my story would hardly be believed by those not acquainted with the inside history of railroading. Every Brother engineer has seen more or less of the affairs I have described. Laws have been enacted compelling the adoption of modern safety appliances. The railroads at an enormous expense have adopted the vertical plane coupler, grab irons and the air brake, and the results are what? Go into a large majority of the railway yards today and watch present shipping methods; probably if you have not followed the business since the adoption of the safety devices you may look for a radical change in the manner of handling yard service. You may think that the cause which tempted men to take chances in past days could not possibly be in evidence now, and what do you find? Let me tell you, or possibly I can show you.

Watch those cars coming, there is a coupling to make, both knuckles are closed, one at least must be opened; see the switchman—for some reason he does not want the knuckle on the standing car opened but must have the one on the moving car adjusted. See, he runs almost backward in front of the car in motion while he raises knuckle pin with his left and pulls out knuckle with his right. You instinctively shudder at the chance he is taking and would not be surprised in the least to see disaster overtake him.

Here is another crew—let us watch operations. Cars have pulled over switch, "kick" signal is given, as described on another occasion; when the proper place for cutting train arrives, switchman grabs pin lifting lever and finds it out of order, and regardless of the fact that the cars are now moving anywhere from six to ten miles an hour, he jumps in between the moving cars and raises by hand one or the other of the knuckle pins.

Why should we, the initiated in the duties that are and are not incumbent upon ourselves, wonder that the casualty record remains so high? The public at large have cause to wonder that the change for the better is not more apparent.

Investigation will prove that the adoption of the vertical plane coupler has removed only partially the different causes which led men to trifle with fate. Our boys continue to go down and under, the greater number of the disasters being directly due to the want of prudence and common sense on the part of the employees themselves.

In my experience of 26 years as a locomotive engineer, I lay claim to a record equaled by few and excelled by none in

the matter of injuries to trainmen working with me. In all of those years none of them while under me ever received an injury of any consequence. I made it continually a part of my duties to never allow a trainman to take any chances, if in my power to prevent it. I never would take a "kick" signal until I was positive the pin was pulled, and my fireman was so instructed. I always made a practice to slow down or stop if I saw a man run in front of a moving car for any purpose; no man ever got the chance to show off his dexterity in stepping on the footboard of my locomotive, if I saw him in time to reduce speed. In leaving stations I wanted to be sure everyone was on board before I proceeded to move throttle lever out of back end of cab.

I may be considered egotistical in commenting largely on my success in the line named, but there is nothing in my past life that I am quite so proud of, and my principal object in mentioning it here is because I am in hopes by so doing to influence some of my Brothers who are not doing what they might to make greater effort to prevent injury and death to that class of their brother workmen, who seem to lack the animal instinct that "self-preservation is the first law of nature."

The various brotherhoods should make united effort to prevent needless sacrifice of life and limb, no matter what the cause. I have often thought that we should have something like the following in our obligations:

"I promise fealty to the company that gives me employment and will ever give my best efforts to promote their interests; that I will not at any time take a needless, reckless risk, either with the property of my company or with my own individual life, and neither will I permit the same to be done by others, if in my power to prevent."

If the trainmen and switchmen will pardon the suggestion, I would advise that they incorporate in their respective obligations (if not already there), something similar to the following:

"I further promise that I will do all in my power to promote the best interests of the company that gives me employment, providing that I am not expected to assume a needless risk, and that under no consideration will I run in front of a moving car to adjust coupler, nor for any other purpose; nor will I run between moving cars to lift a pin or perform any other duty of a like hazardous nature, and neither will I permit the same to be done by others if in my power to prevent; and that I will pledge my moral and financial support to any Brother workman who may be suspended or discharged for refusing to accept a risk that might

result in serious injury or the loss of the life of a Brother attempting it."

Space will not permit me to go further with this article and I will conclude by saying that I know of nothing that deserves more thought and attention. I believe that the foremost effort of every railway employee should be exercised in the prevention of injury or loss of life to either their Brother workmen or the traveling public. Radical measures should be adopted, if necessary, to prevent mankind "rushing in where angels would fear to tread," and I am at times constrained to believe that laws should be enacted making it a penal offense for a man to assume a needless, reckless, uncalled for risk.

Brother Nash, of Div. 237, has asked if a direct motion engine's eccentric could not be set by valve stem same as an indirect motion. My answer is, yes. To set the go-ahead eccentric on a direct motion engine, I would back engine to bring main pin as near as possible on front center and fasten eccentric in the same position on shaft that I would with an indirect motion engine with pin on back center. I will explain further: On a direct motion engine, the eccentric leads the main pin one-fourth of a turn plus the advancement for outside lap and lead. With the direct motion engine when main pin is on forward center and eccentric pointing straight to earth, valve will be in the center of its travel and it becomes necessary to move it towards ash pan or away from the main pin far enough to overcome lap and lead.

Brother Nash's article is all right. There are no material points taken which deviate to any extent from the course I have outlined in the May JOURNAL.

Brother Stewart's article is good and along the same lines and I heartily agree with him that our technical columns show improvement and an increased interest.

Brother Cheney has taken issue with me regarding the "Model Engineer," but practically admits of duties neglected. I am pleased to have the Brothers' views and shall take no offense at an article disagreeing with me, providing said article is couched in gentlemanly language; sarcasm and abuse are not argument and never have nor ever will disprove a truth.

Running Trains Before Telegraph Was Invented.

NORWALK, O., July 4, 1905.

EDITOR JOURNAL: "How were trains run before we had the telegraph?" I have often been asked, and, no doubt, it is a wonder to the readers of the JOURNAL. How did they manage to run trains before they had the telegraph? Passenger

trains were first-class and were superior to freight trains. Trains in both directions of the same class had the same rights; for instance, a passenger train left Detroit on time. By time table he should meet an eastbound passenger train at Ann Arbor. If the eastbound train was late the westbound would wait until twenty minutes late and five minutes for variation of watches, and would then proceed, keeping twenty minutes late until he met the opposing train, after which they would make up their lost time as soon as they could. The same rule would apply to the eastbound train, should he be on time at Ann Arbor and the westbound train not there, but when both trains were way off time, it was then that the fun came in. One might be waiting at Dearborn for the train going east and the other at Jackson for the one going west; after waiting until each was twenty minutes late, both would proceed with train under full control and be able to stop inside of one-half the distance they could see. There were no mile posts nor halfway posts, but some road crossing, bridge, culvert, tree, or stump was counted as halfway, and the one getting beyond the halfway line first—the other must go back. These rules applied to all trains.

Sidings capable of holding even the short trains of those days were from seven to sixteen miles apart.

I was freight conductor those days and I feel safe to say that I have ridden the back of a locomotive or on the brackets of the headlights 10,000 miles. This enabled me to see much farther than the men in the cab. It was slow work when the curves were plenty, but we made things hum when on straight track. Occasionally some one lost his pilot, but pilots are cheap yet.

I will relate an actual occurrence.

Coming east from Michigan City one morning, we had lost our rights and the one going west was also overdue. We had John Hidenburg as engineer, a jolly German. After rounding the curves east of New Buffalo, a smokestack hove in sight at Three Oaks. He had us beat by over three miles, so back we went and took a siding at New Buffalo, and the other fellow had to toot his horn as he went by. We had time to make Terre Coupee (since called Dayton) before the next freight was due. After his twenty minutes were up, we go again, got dinner at Niles (at that time no train passed Niles day or night without eating). A way we went again, and when we were three miles from where Pokan now stands, another smokestack hove in sight and back we go for Niles. He gives us the crow, and away we go. Four miles

east of Dowagiac another train hove in sight. He had us beat by two miles. I wondered why we did not go back, but we stood there until the other fellow came. We had the Sampson A V hook engine. Before the other train got to us Hidenburg had a back up eccen ric and hook on the tank. There being no other alternativs, they backed to Deca. ur. In ten minutes old John had the Sampson rebuilt and off we went for Paw Paw (since Lawton) to meet the mail west. When they came their engine gave out, and the Sampson took that train, backing up and passed the freight at Niles, the one he had backed seven miles only a short time before. John said he did not mind going back twice in one day, but three was more than he could stand. This was a trick they had not all learned.

Yours fraternally,
N. A. SOMERS

Air Signal Whistle Defects.

CORNING, N. Y., July 10, 1905.

EDITOR JOURNAL: In the July JOURNAL on page 609, on questions and answers on the air brake, you will find a question by some engineer, asking for information about his air signal whistle. He does not say which signal system he has, New York or We-tinghouse, but I take it for granted it is the latter. His question in one instance, in my opinion, is answered wrong. I agree with the Brother answering the question that the pressure in the signal line running up to main reservoir pressure will cause the whistle to blow quite a while, particularly after the engineer releases his brake.

The high pressure is not alone responsible for the double blast of the whistle after one discharge from the car discharge valve, as he says: "The high pressure is also responsible for the double response when the cord is pulled but once." The cause of the double response is a too loose fit of the diaphragm stem in the bushing in the signal valve. The pressure in the signal system being equal with main reservoir, pressure will not cause it.

When two responses are given for one pull of the signal cord, you will always find the second blast the weaker. The diaphragm stem is made so it gently rubs the bushing in raising and lowering when a reduction is made above the diaphragm. When this bushing and stem become worn so the stem is real loose in the bushing the stem rebounds on its seat after a reduction is made and thus you get the double response for one pull of the cord; but the valve does not rise as high when it rebounds as it did when it rose from its seat on account of the reduction; hence,

the weaker blast for the second blast. These valves are repaired by removing from engine and the end of the bushing is closed by a special kind of a tool which fits around the end of the bushing, so the stem just rubs the bushing in working up and down in it.

I have known of many valves removed for this fault and all were repaired in this manner. Most every air brake inspector will agree with me on this point.

The latest revised edition of the Air Brake Association's book of questions and answers on the air brake also gives the cause as a loose diaphragm stem.

Hoping you will give this explanation a place in the next edition, as it is a trouble that frequently occurs, and will give the Brothers a reliable answer to the question, I remain,

Fraternally yours,
TOBIAS PURCELL, Div. 641.

Answer Cause of Lame Engine — Train Order.

BIRMINGHAM, ALA., June 22 1905.

EDITOR JOURNAL: In answer to C. J., Div. 204, found on page 553, Jcne number, where at Ashton he found after stopping with engine so lame she would not go, he only had a hot driving box, he don't say which one. I presume it was the main one, and when he pulled wedge down and packed box, engine was all O. K.; when box got hot and stuck to wedge, then expansion caused brass on journal to become tight and bind. The other side of the engine being loose, the end free would pull its load without any trouble, but this side was being clasped, which could be clasped so tight you could not move engine at all.

In answer to Bro. W. F. Hetrick, Div. 50, will say when you bleed off brakes with bleeder in auxiliary, the last twelve pounds of air gets out of brake cylinder, back through triple and out at bleeder.

If I were on No. 1 and received the meeting order with No. 2 at O and run late on No. 2 from A to M, I would carry out the meeting orders regardless of how much further I could go with the time I had on No. 2 by run late order.

Yours fraternally,
W. C. BROWN, Div. 156.

Answer to Brother Lindsey, Etc.

PRINCETON, IND., July 1, 1905.

EDITOR JOURNAL: In answer to Bro. E. A. Lindsey of Div. 584, on page 621, July JOURNAL.

To his first question I would say, if engine could not back up train, on one side, I would take down the right forward mo-

tion eccentric strap and blade, turn it upside down and put it up on R back-up eccentric, and couple the clevis on bottom of link, then you can back the train to the siding, backing into clear. Engine must be worked in full gear backing up.

In answer to the hole on link block not being in center, will say, I have never seen a link block the hole not being in the center of the block. I think Brother Lindsey has reference to the link saddle pin. The link saddle pin has back set to make a more equal distribution of steam in cylinders when working in the cut-off or hooked up.

Answering his next question, I will say it is always best to block up the link that has the broken hanger; and then in case engine would have to be reversed, the broken side would have to be pried up and blocked higher.

Answering the slip of the link block, I will say that the link block being securely fastened to the lower rocker arm, must move in the arc traversed by the arm, while the motion the link derives from the eccentrics is somewhat complex. Suspended by the link hanger, the link is made to oscillate about the saddle pin, while at the same time it swings like a pendulum on the link hanger, and the saddle pin having back-set, will cause the link to slightly raise and lower; so with these different notions, the link block will slip up and down. The slip of the link block varies from $\frac{3}{4}$ to $1\frac{1}{2}$ inches.

Answering the pump question, I will say that it would be a hard matter to tell what would be wrong with the pump without taking anything down. If pump should stop suddenly on the road and the piston would be at the bottom of the stroke, the cause would be either in the nuts worked loose at bottom of piston in air cylinder, and not letting the piston complete its stroke, or the reversing valve plate coming loose, or the bottom button on reversing valve rod broken off or the reversing valve rod broken. In the above case I would take out plug in bottom cylinder-head and see if nuts were worked off the piston, and if they were all right, I would consider it to be one of the other defects.

In answer to the other pump trouble, I will say that if trouble happened to an eight-inch pump, it would be the stop pin 10 broken in main valve chamber, and letting main valve drop down too far, causing the packing ring to get out of bushing and to expand. With a $9\frac{1}{2}$ -inch pump the trouble would be in the nuts working off the small end of main valve piston and dropping down in cylinder part of cap, and would not let the main valve travel its full stroke.

Now, I have a question to ask through

the JOURNAL for the sake of argument. Would it be necessary to take down all side rods on right side of a mogul engine, the engine having broken the left main pin flush with the pin hub, knowing well all rods on left side would have to come down, and if so, why—and if not, why not? There is some good argument pro and con on the subject.

Fraternally yours,
F. THALMUELLER, Div. 343.

Broken Link Hanger.

BALTIMORE, Md., July 6, 1905.

EDITOR JOURNAL: In reply to Brother Lindsey's questions, number two and number three, July number of our JOURNAL:

Question No. 2. It is not necessary to block both links for a broken link hanger. Fit a block in the slot between top of link and link block, have the block long enough to hold the link where you desire to work engine and fasten it securely in its place.

Question No. 3. The link block is securely fastened to the lower rocker arm, and must move in the arc traversed by the arm. The action of the eccentric rods on the link during certain parts of the stroke forces it to have an almost vertical motion. These two motions combined causes the slip of the link. The slip is also caused by the manner in which the links are suspended and the manner of fastening the eccentric rods to the links, the link pin holes being behind the arc of the link, an equal distance from the radius and as close to the radius as possible, because the further the link pin holes are from the radius the greater will be the slip. The link must slip because of its arc shape, and because of the difference of the movement given it by the rocker arm and eccentrics.

Yours fraternally,
T. A. ANDERSON, Div. 97.

Broken Relief Valve.

LOS ANGELES, CAL., July 6, 1905.

EDITOR JOURNAL: In looking over the several answers to Bro. E. A. Krause's broken relief valve problem, I must take exception to some of them. Putting nuts under valve or anything that may work into steam chest is bad practice, and would cause trouble on some types of engines. The best remedy is to turn case one-half turn to left, so as to have seat of valve down. By hammering on squares it can be turned with small bar and brake chains, in case there is no large wrench. Another way is to take out valve and flatten broken part of stem about one-

quarter of an inch from end, until it is larger, then fit in case, and set it back. When valve is forced down by seat, it will force lower end of stem down, flat part acting as a shoulder will hold valve up. If stem is gone, drive in a piece of broom handle cut to proper length.

Fraternally yours,
R. W. KELLY, Div. 662.

TOLEDO, O., July 3, 1905.

EDITOR JOURNAL: In reply to Bro. E. A. Krause, if he will turn his release valve cage half way around so cage will be upside down, valve will fall on its seat and stay there under steam pressure.

As to the balance strip question, after having shut off, hold hands over release valve; the one that has the least suction will be the side the strip is down on.

Fraternally yours,
W. J. POTTER, Div. 457.

Emergency in Running Position.

HOWELL, IND., July 7, 1905.

EDITOR JOURNAL: In answer to Bro. A. S. Trigg, Div. 552, would say if the train was running it was caused by one of the train pipes being loose, allowing the top of the angle cock to strike the deadwood of the car, forcing the taper plug down and causing a sudden reduction.

Fraternally yours,
S. K. PRICE, Div. 154.

Answer to Brother Keating.

MEMPHIS, TENN., July 10, 1905.

EDITOR JOURNAL: In answer to Brother Keating's question as to what was wrong with his engine, I offer this answer. The axle on which the eccentrics were attached was loose and turning in the drivers.

Fraternally yours,
P. M. FORD, Div. 31.

Answers to Various Questions.

PORTSMOUTH, O., July 4, 1905.

EDITOR JOURNAL: Please allow me space to answer some questions asked by the Brothers in the July number of our JOURNAL.

In reply to James Lenahan's train order question, will say that No. 15 had no right to go to I unless it could clear No. 6 five minutes on the one hour and forty minutes late. The point is that No. 6 running one hour and forty minutes late to I and one hour and thirty minutes from I to A, the dispatcher may start some other engine out of I, as First No. 6 on the one hour and thirty minutes late order, and not only this would prevent

No. 15 from going to I on the one hour and forty minutes late order even if No. 6 could make up any time between the last station back where time is shown and I, No. 6 may leave I on the one hour and thirty minutes late; where the time card doesn't show any arriving time, No. 6 could come into I ahead of the one hour and forty minutes late, and leave on the one hour and thirty minutes late.

In reply to Brother J. C. Nash's question on valve motion, will say that if with the valve setting center on the seat with three-fourths of an inch outside lap, and line and line on the inside, the valve will have just the same amount of inside lead as it has outside lap; it is easy to see that the valve will travel the amount of the outside lap before the valve will admit steam to the cylinder, and if line and line on the inside it is bound to open the port for the exhaust of steam the amount of the outside lap before steam is admitted to the cylinder.

In reply to Bro. Roy Mead's air brake question, will say that he will only get the emergency application on the first ten Westinghouse air brake cars, and will not get only a full service application on the ten New York and the ten Westinghouse air brake cars back of the first ten cars. Now, if he had gone to the emergency before he had made a service application then he would have the emergency all the way back.

Replying to Bro. A. S. Trigg, will say that if he will have the feed valve attachment of his brake valve cleaned, and have all the leaks from the train line looked up and stopped, and then hunt up the sticky triple, or kicker, as the train crews generally call it, he will have no more trouble with the brakes setting and releasing and going to the emergency without any movement of the brake valve.

Yours fraternally,
E. A. LINDSEY, Div. 584.

Brother Lenahan's Train Order.

ROCHESTER, N. Y., July 4, 1905.

EDITOR JOURNAL: In reply to Brother Lenahan's question as to rights of No. 15 to run against No. 6 on an order for No. 6 to run late, No. 15 had no right to use the 1 hour and 40 minutes against No. 6 H to I. The 1 hour and 30 minutes late was the leaving time of No. 6 at I. One might say No. 6 is not due at I until 1 hour and 40 minutes late. What is there to prevent—and for all No. 15 knows to contrary, the dispatcher may intend running another train out of I as No. 6 on the 1 hour and 30 minutes late. There is an unwritten law that a train leaving one station is due at the next

station. On those lines No. 6 could arrive at I as much ahead of her 1 hour and 40 minutes as possible, providing she did not leave any preceding station ahead of time.

To my thinking, the only question to be raised is, can No. 6 arrive at I ahead of 1 hour and 40 minutes and keep within her rights? Fraternaly yours, B.

CONWAY SPRINGS, KAN., July 3, 1905.

EDITOR JOURNAL: Answer to Brother Lenahan's question in the July JOURNAL: The train and engine crew of No. 15 should be thankful that they are alive and still holding their jobs. No. 15 had no more right to go from H to I, using the 1 hour and 40 minutes late order, than they would have had to continue to M, regardless of No. 6. Just because No. 6 has an order to run 1 hour and 40 minutes late M to I, it does not follow as a natural sequence that they are going to run 1 hour and 40 minutes late I to H. No. 6 might have had several minutes dead time at I and even if they were 1 hour and 40 minutes late into I they could have left there only 8 hours and 30 minutes late, according to the second part of the order. Then it is possible that No. 6 could have made up ten minutes between J and I and thus have been only 1 hour and 30 minutes late out of I. No. 15's crew has no right to presume that No. 6 will be 1 hour and 40 minutes late out of I, even if it was impossible for No. 6 to make up any time between J and I.

Fraternaly yours,
H. D. KINSELLA, Div. 82.

ANACONDA, MONT., July 11, 1905.

EDITOR JOURNAL: In reply to Bro. James Lenahan, Div. 82, will say that the man who bets that No. 15 cannot run H to I on the 1 hour and 45 minutes, is the man who takes the money, as No. 6 is only running 1 hour and 30 minutes late from I to A.

Yours fraternaly,
J. G. HAIN, Div. 232.

GREAT FALLS, MONT., July 3, 1905.

EDITOR JOURNAL: In reply to Bro. James Lenahan, of Div. 32, he had no right to go from H to I. When a train is due to leave one station, it is due at the next if there is no arriving time given; therefore, when No. 6 arrived at J they could leave J 1 hour and 40 minutes late, arrive at I that moment and could leave I when 1 hour and 30 minutes late. The 1 hour and 40 minutes would not help No. 15 until they arrived at I.

QUESTION.

I will give an order that I would like the opinion of some of the Brothers on. Westbound trains have right of track. Conductor and engineer No. 433 at H,

and conductor and engineer, engine 600 and 601 as first and second No. 434 at M. No. 433 will meet first 434 engine 600 at J and will meet second 434 engine 601 at K. When No. 433 arrives at J he meets engine 600 as first No. 434, also he receives an order No. 2 that reads thus: Engine 601 is annulled as second No. 434 from L to A.

Can No. 433 proceed on her own time or, in other words, could second 434 of the same date be run with engine 602?

Fraternaly yours,
J. V. BLASDEL, Div. 504.

Train Order Questions.

HOUSTON, TEX., July 6, 1905.

EDITOR JOURNAL: I would be pleased to have some of the Brothers express themselves on the following questions: No. 1 is due to leave A at 11:50 P. M. on the 4th; new time table takes effect at 12:01 A. M. on the 5th, and No. 1 leaves A on new time table at 12:10 A. M. If you were an extra leaving Z at 1 A. M. of the 5th, would you look out for two No. 1's? If you say yes, then suppose you left Z on an extra at 11 P. M. on the 4th and happened to meet No. 1 at B at 12:05 A. M. on the 5th, would you still look out for another No. 1?

In reply to Brother Lenahan who says in reply to Brother Krause, that No. 1 could leave C against No. 2 in the face of a positive meet order, will say that he is very much mistaken, as nothing gives a train the right to disregard a meet order, except another meet order with the word *instead* or the annulment of the meeting order, or the train to be met being 12 hours late. Of course, I understand that the dispatcher could have annulled that part of the order which read that Nos. 1 and 2 will meet at C, then No. 1 could have used the 1 hour of No. 2's time.

Also in reply to Brother Lenahan relative to trains No. 6 and No. 15, will say that No. 15 had no right to go to I unless it could make there on the 1 hour and 30 minutes of No. 6's time, as No. 15 had no right to use the 1 hour and 40 minutes until after it left I.

Yours fraternaly,
E. M. MURPHY, Div. 139.

DICKSON, TENN., July 3, 1905.

EDITOR JOURNAL: Please allow me to ask a question. If I get an order at D to run from D to L, and return extra (both telegraph stations), in case I break down before I get to L, have I the right to come back on this order? Please answer.

Yours fraternaly,
C. B., Div. 129.

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AUGUST, 1905.

You Are Your Brother's Keeper.

Under the above title C. W. Post, the successor to Parry as President of the National Citizens' Industrial Association and Allied Associations, writes a vicious tirade of 5,000 words, and in a foot note says: "This space is owned and paid for by C. W. Post under contract. He uses like space in every paper in America, where he has similar contracts. This article is one of a series of what he calls a 'campaign for industrial peace,' with oppression for none, with freedom for all."

He brags that he pays \$20,000 for this opportunity to vent his spleen against organized labor and spleen against newspapers which will not become tools of the Citizens' Industrial Association and Allied Associations, which chafe at any interference with their own interests regardless of others, and whoever reads his last effort will not need to draw much upon his imagination to see C. W. Post, the Postum Cereal Grape-Nut Manufacturer of Michigan, in his office, his face distorted, his hand trembling with passion, while he preaches duties to other

people, reserving for himself such rights as his own interests dictate.

His tirade is against all classes of union labor, many of which have received the highest encomiums from the employers themselves, otherwise we would treat the Post syndicate letters, and the vile stuff which emanates from others in the employ of the Citizens' Alliance, with silence. They need no light thrown upon them; the gauze is so thin that they remind one of Milton's Satan, in which he has worked the intense selfishness which would rather reign in hell than serve in heaven. The following are samples from Post's last effort:

"We have oil, beef, steel and other trusts on one hand, and numerous labor trusts on the other. The capital trusts attack the pocketbook and the labor trusts attack the person and property. Between the two the common people suffer, endure and pay the bills for the entire cost of the warfare, increased cost of necessities, cost of guards, policemen, sheriffs, militia, army, judges, court costs, etc., etc.

"So we see the power of organization placed in the hands of a few designing men, and that power enough to gather the inflammable, dangerous people into mobs and defy the civil government, established and relied on by the people for their protection.

"This dangerous condition is encouraged by what some call the 'Daily Assassin,' the 'Murderers' Advocate,' alias the Yellow Journal, and some socialist and anarchist labor papers whose artful, criminal-minded writers, color, twist and misstate facts, always denouncing the man who pays money to support workmen, whether he be right or wrong, always urging the wage earner to hate his work, to hate his employer, hate the laws, the peace officers, the government and the flag.

"Daily injections of the poison of the 'Yellow Journal' change the former thrifty, upright citizen into a criminal and force him to sure destruction.

"The 'Murderers' Advocate' is a riot maker and constructor of criminals to the limit of its ability.

"Note its demoniacal art, how it works up sympathy and inflames passion by coloring and distorting the facts of this arrest, which was a wise, just, and, under the circumstances, most lenient act, in defence of the common people, to preserve them from the violence of these lawbreakers and rioters. The impulsive, prejudiced workman is fed daily upon this mawkish, sentimental, poisonous gush; the criminals, petted, cuddled and held up as martyrs and heroes, utterly ignoring the helpless children, made fatherless not by the fathers being temporarily detained in a hotel, but by the beating, maiming or murdering of over 500 fathers and brothers by the labor unions in the one strike in Chicago.

"Large merchants up until recently have contributed great sums of money paid in advertising in these papers that are open enemies of law and order. Dearly have they paid for it in Chicago."

We have yet to see the yellow journal, socialist or an anarchist paper which contained anything half so yellow and vicious as the above, or comes as near "murder's advocate."

He says, "We have the oil, beef, steel and other trusts." But what are the Manufacturers' Association and Citizens' Alliance and their allied associations? Is not an association like this as much a trust as the oil or steel trust, when there is an agreement that the loss of one employer who has trouble with his employees and fights them shall be borne by the Citizens' Alliance and associates? The fact is, their organization has for its purpose better profits, and lower wages by crushing organized labor, because it has power to make demands. The Alliance makes a great hobby of personal liberty, and yet they expel members of the Alliance for making contracts with their employees. They abhor the boycott, and yet in the last paragraph we have quoted Post intimates that the merchants are boycotting the papers which have anything friendly to say of labor. He charges organized labor with being lawbreakers and disloyal to the flag. But I do not know of an organization which would tolerate a member who would refuse to honor the flag, as did one of the manufacturers in a Chicago meeting because the government would not protect him in doing as he pleased, and in making such conditions as he liked for those he employed.

If there should be need for defense for the flag, we do not hesitate to express the opinion that there would be a thousand members of organized labor to one man like C. W. Post to sacrifice even life for its preservation.

The President of the Citizens' Industrial and Allied Associations seems to abhor socialism and anarchy, but such as he who lack the moderation that discerns the path of justice, create more of that sentiment than the most red-handed anarchist could do. Pointing to the evils of any condition or system is commend-

able if it is done in the right spirit, but to condemn all organized labor and all leaders of organized labor, is as inconsistent as condemning all ministers because one strays from the fold, or all Christians because some do wrong. And we may carry this out to all society because they will not do as the Citizens' Industrial Alliance dictates. Post says the alliance is organized to meet organizations with superior strength—for defense and justice.

For defense and justice is what the Brotherhood of Locomotive Engineers is organized for, and we succeed, but not by bluster and calling other people bad names. We entertain no designing man or men as leaders, who incite mobs and defy law, and we are not alone in conducting an honorable business of negotiating benefits for the members. Usually justice is accorded when pointed out, but occasionally one is met who expresses himself like Post or Parry, who would sooner rule his own way in hell than serve justice in heaven. Thus organization is necessary, and regardless of any such tirades of abuse heaped upon all opposition to the will of the Citizens Industrial and Allied Associations. Organized labor will remain to deal with the selfishness that prompts the Association to spend \$20,000 on its splenetic syndicate letter, money, if paid out in betterments for laboring people, would be commendable. In the following quotation, first paragraph, President Post says a good thing, and if carried out by those he represents would mean peace and the disorganization of the Citizens' Association, for it would not be needed as a means of defense, but he spoils it all in his next paragraph qualifying the first:

"I am an open advocate of high wages, and an eight-hour work day, and will support peaceful methods, which do not oppress others to bring them about.

"But the Union man and all others must remember the Citizens' Association is for the defence of liberty, and in order to obtain its support, the individual must himself abstain from tyranny over his brother."

In other words, organization must be a dead letter in order to obtain the support (favor) of the Citizens' Association.

How beautifully consistent! Froude said, "Where all are selfish the sage is no better than the fool, only rather more dangerous." The Parrys and the Posts may heat the furnace hot enough to burn their foes as they see them without getting scorched themselves, but we do not believe organized labor as a whole should have any fear of the consequences. We do not object to decent criticism of organized labor, in fact, that is courted; but it is evident that it is not the intent of the Citizens' Association to criticize but to crush organized labor, otherwise they would name those which come within the scope of their denunciation.

Union Meeting at Riviere du Loup.

Owing to lack of all the information desired relative to this most profitable and enjoyable union meeting and, lack of space owing to having so much matter held over from the July number, we concluded to hold the matter until September so we may do the subject justice. We will say, however, that the register at Riviere du Loup showed that there were more Subdivisions from the States represented than from Canada, the record standing: States 46, from 15 states; Canada 33. The evidence that the visitors from the States appreciated the kindly greetings and splendid entertainment at the hands of the Brothers of Riviere du Loup will be evidenced by the action taken on the boat trip which will appear with the thanks to the railroads and others in the September issue.

LINKS.

A UNION MEETING under the auspices of Div. 98 will be held in Lincoln, Neb., about the middle of September. We are preparing for a large enthusiastic meeting. Exact date and full information will appear in the September number.

H. WIGGENJOST, F. A. E.

THE old Atlantic & Great Western Railroad employees will hold their Eleventh Annual Reunion at Oakwood Park, Meadville, Pa., on Saturday, Aug. 19, 1905, to

whom a cordial invitation to be present is extended. Brother Sweetman, Pres.; Bro. W. E. Nichols, Sec.

A rate of half cent a mile has been arranged for this meeting, which applies from the following stations: Dayton, Urbana, Galion, Mansfield, Ashland, Akron, Kent, Ravenna, Leavittsburg, Windham, Warren, Niles, Youngstown and Cleveland, Ohio; New Castle, Sharon, Shenango, Greenville, Union City, Corry and Bradford, Pa.; Jamestown, Randolph, Salamanca, Olean, Buffalo and Binghamton, N. Y.; Jersey City, N. J.; Chicago, Ill., and Huntington, Ind.

The large committees looking after the ways and means of entertaining, insures a pleasant time to all who attend.

WHILE at the union meeting in Riviere du Loup, Mrs. Duffey, wife of Bro. T. Duffey, member of Div. 132, St. Thomas, Ontario, had the misfortune to lose her rings. One had diamond setting, the other amethyst. Anyone having found them will do a great kindness by notifying Bro. T. Duffey, St. Thomas, Ont.

THE many friends of Bro. H. C. Van Buskirk, a member of Subdivision 261, Herington, Kan., will be pleased to learn that he has recently been promoted from Master Mechanic of the Ft. Worth & Denver City to Superintendent of Motive Power of the Colorado & Southern System, with headquarters in Denver, Colo. Brother Van Buskirk was one of the engineers on the battleship Oregon at the time she made her famous trip around Cape Horn on her way to help smash Cervera's fleet, and the good wishes of his many friends for his success will follow him in his new position. W. S. S.

BRO. T. P. McCORMICK, member of Div. 114, Waterloo, Ia., who has been totally disabled since May, 1900, has prepared a vest pocket edition entitled "Gems of Knowledge for Engineers and Firemen," which treats on the maintenance and proper care of the air brake, signaling apparatus, valuable instructions in everyday life on the road, engine failures, etc. The book contains 80 pages, and any mem-

the dead who had been identified with the Brotherhood and supplementing the list with a very eloquent and touching address.

Rev. R. H. Balmer delivered the address of the afternoon, basing his remarks on the two following features of the Brotherhood, the education and heroism of the men of the order, closing his address by a reference to the Golden Rule.

The engineers and the ladies then proceeded to the cemetery, going in three special cars. At the cemetery wreaths were deposited on the graves of all deceased members, and Rev. W. A. Perrins delivered a brief address, speaking of the members who are not buried in Fairview, and a large wreath made by the Ladies' Auxiliary was deposited on the grave of John Meuser in memory of those resting elsewhere. The ladies decorated the graves of their deceased member, Mrs. John Cronenwett, concluding with the ladies singing "God be With You Till We Meet Again," and the Benediction by Rev. John Whitworth.—*Galion Paper*.

DIVISION 816 of Hazleton, Pa., extended an invitation to Div. 259 of Easton, Pa., which was accepted, and the party arrived about 10 o'clock A. M., June 18, it being composed of members and their wives. Our committee, Brothers McCarthy, Brush and Moser, did their duty well, met the party at the depot, took them to the Washington Hotel, and after introductions we left Brother Moser to take care of the ladies while we went to the Division room.

The meeting was called to order by the writer, and it was a special meeting for the discussion of matters pertaining to the good of the order. Brother Freeman advocated the fifth Sunday, as that is no regular meeting day; the object of those meetings would be to get better acquainted with each other. We all agreed that it would be a good thing, so we will leave it to him to say where we will meet next time. We would have settled on the next meeting place but for some one knocking at the door, which proved to be

Brother Moser with the ladies. Of course, we saw that the poor fellow could not take care of them all, so we helped him out by letting them in, and incidentally showed them an altar cloth of scarlet velvet and a bible, which was presented to Division 816 by the G. I. A. The mot-toes are worked in the corners with yellow, and were worked by Mrs. William Pickring. We have only a few members in the G. I. A. here at present, but expect to get them coming our way soon, and if the engineers have union meetings every fifth Sunday, it will do more for the G. I. A. than anything else. So, Brothers, let us have a meeting the next month having five Sundays.

It being dinner time, and as Brother McCarthy had everything arranged, we followed him to the hotel where we participated in a bountiful feast. After satisfying the inner man, we were escorted by trolley to Hazle Park. After taking in the sights at the above place we boarded the Wilkesbarre & Hazleton car bound for Evergreen Park. I must say a little about the W. B. & H. R. R. This road runs from Hazleton to Wilkesbarre, a distance of thirty miles. Hazleton is 1,100 feet above Wilkesbarre, which makes the scenery very grand as it winds around the mountain. The power is furnished by a heavy steel rail on the side of the track, called the third rail; there is no road crossing, as all roads are bridged; no cattle can get on the track as it is fenced all the way. The cars are of modern build, weighing 45 tons, equipped with Westinghouse automatic and straight air, and ride easy. I know that the Brothers and Sisters enjoyed this ride.

When we arrived at Evergreen Park, after partaking of refreshments, we all had our pictures taken. As time was getting short it was decided to take the car for Hazleton, where we arrived in due time, had our supper, and got ready for the train. After handshaking and wishing for many more outings together we parted for the day, which will always be remembered as one spent with good friends.

Fraternally yours,
GEO. E. FARRELL, Div. 816.

On Saturday evening, July 8, 1905, the members of Columbian Div. 519, B. of L. E., seventy-five strong, left South Chicago in a special train kindly donated by Mr. J. S. Kirk, Superintendent of the C. L. S. & E. R. R., for Indiana Harbor, Ind., to organize a new Division, Number 682.

Upon arrival at Indiana Harbor, the train was met by a committee of engineers and the members marched in a body to the hall, where business was begun. After all were seated, the doors attended to, C. E. Baumer, of 519, proceeded to do business. Bro. C. W. Pepin was instructed to take up the password from all, there being members present from 23, 231 and 239. The organization being over with, initiations were next in order and nine candidates were put through the ceremonies, making a total membership of fourteen to start out with, there being ten more who could not be present on account of having to work.

After the regular order of business was through with, the Division closed and Bro. J. W. Dunlap, taking the chair, introduced Mr. A. S. Scott, Superintendent of the Indiana Harbor Railroad. He favored the members with an eloquent address and some good advice, which was appreciated by all present. At this time the chairman announced the Blucher Quartet, composed of B. of L. E. members, Bros. Rush and Carney, of Div. 519, Bro. Warren, of 231, and Bro. Cummins, of 239, who favored the meeting with some fine selections. They are all fine singers.

The chairman next introduced Mr. H. Warner, T. M. and Mr. N. R. Rathborne, G. Y. M. of the Indiana Harbor Railroad, who also spoke kind words and gave good advice.

After all had gotten through talking, the party proceeded in a body to Sternberg's Hotel, where, after grace being said by Brother Dunlap, all were seated. I wish to say that the hotelkeeper set up a table fit for a king, some of the members expressing an opinion that it was the finest ever seen. The tables were loaded down with good things and flowers, and every one did justice to the spread.

While waiting for the train we were favored by the quartet with more singing, which was fine. Space will not permit me to say more, but I can say that Div. 682 starts out with bright prospects and a good set of officers, and has a large field to work on. Fraternal yours,

J. E. DAVIS, F. A. E. Div. 519.

ham district, consisting of the L. & N. Div. 156, Frisco Div. 386, Southern Div. 432 and A. G. S. Div. 436, held their first annual joint picnic and barbecue at Germania Park, Thursday, June 22, and never before in the history of Birmingham has such an enjoyable affair occurred. This fact was clearly demonstrated by the number of people present and the many flattering compliments paid the organization by the vast multitude. Fully 7,000 people passed through the gates during the day and evening, and until the announcement that the last car would leave the grounds shortly, the merriment lasted; and the only complaint was that midnight came too early. Germania Park is an ideal place for a picnic, being only five miles from the city, and with a car service of every five minutes, added so much to its popularity.

For the young folks, there was a large pavilion with a floor for dancing that would please the most fastidious, and with music furnished by Memolee's band, everybody felt young again and joined in the festivities. A bowling alley and many out-door sports were on the ground and enjoyed the patronage of the crowd.

Another feature of the day was the many distinguished guests that were present, among whom were Grand Chief Warren S. Stone, of Cleveland, O.; Hon. Wm. Dorsey Jelks, Governor of Alabama; Capt. Richard P. Hobson; Lieut.-Gov. Cunningham of Alabama, and many other prominent men of reputation. By their presence and addresses from each, they contributed much to the grand success of the occasion. Visitors from Tennessee, Georgia, Illinois, Kentucky and South Carolina were present, many of whom stopped with friends in the city. Our guests were met at the union station by a special committee and escorted to the different hotels, where arrangements had been made previous to their arrival. Brother Stone arrived Wednesday morning over the Frisco, and was met by a committee and escorted to Hotel Hillman.

After a few hours' rest Brother Stone's room was turned into a reception hall, and visitors were in and out during the morning.

At 2 o'clock a special meeting was called to order in Div. 156's hall with Bro. G. F. Garrett, Chief Engineer of Div. 432, presiding, who in a few very appropriate words introduced Brother Stone to the assembly. Brother Stone made a beautiful talk and gave the members much valuable information concerning the organization and transaction of business of the Grand Office, and for two hours (which seemed but a short time) Brother Stone interested his hearers, who listened with profound interest. Several

other addresses followed, and no doubt the meeting would have lasted much longer had it not been that Brother Alexander, who was door-keeper, answered an alarm at the door, and the room was soon filled with ladies, members of Clematis Div. 169, G. I. A., who as a pleasant surprise served the assembly with cake and cream. We cannot say that we were surprised at their visit or their treat that was given, for we well know that they were equal to the emergency, and ever studied the interest and welfare of the Brotherhood. Brother Stone was introduced personally to each lady and after a hearty handshake to all he ascended the platform and made them a beautiful address, and at the conclusion the applause was deafening.

Wednesday night, while the engineers were in executive session, a committee of the G. I. A., composed of Sisters Carlisle, Vanarsdale, Turnipseed and others, took charge of the visiting ladies, and, after a lunch at the cafe, were tendered a trip to East Lake where many places of amusement were visited and enjoyed heartily by everyone.

The evening session was called to order at 8:30 by Bro. George Carlisle, Chief Engineer of Div. 156, who, in a short address, welcomed the visitors to our city.

Mr. B. M. Starks, General Manager of the Louisville & Nashville Ry., arrived in the city shortly after our meeting was called to order. Our business was suspended and Mr. Starks was brought in and introduced to our Grand Chief and Brothers. Mr. Starks made a short address, but in every way commendable, and he not only showed in his talk, but by his actions, that he is a staunch friend of the B. of L. E., and was one of the tried, true and trusted, and he is a man who never gets so busy but that he has a kind word for all. Each member was introduced personally to Mr. Starks, and during the intermission a grand old-fashioned handshaking was engaged in; and it tends to show that with a few more such men at the head of our railroads, it would bring employer and employee closer together and results to both would be very beneficial.

After Mr. Starks left, business was resumed and Bro. Thos. Glazier addressed the meeting.

Brother Stone again addressed the body and with beautiful language captivated his hearers. He forcibly reminded us of the mottoes of our organization, and urged us to live and practice their teaching, one especially, that of sobriety. At the conclusion he was given quite an ovation, and among the two hundred Brothers present the brotherly love was strength-

ened; and so long as he lives and practices his teachings, he can rest assured that he will ever enjoy the love, respect and support of the Brotherhood.

Short talks from others followed, and not until near the midnight hour did we adjourn. The evening was delightfully spent and much valuable information gathered.

By 10 o'clock Thursday morning the vast crowds began to wend their way to the picnic grounds. Three special cars were in waiting at Third ave. and 19th street to convey Brother Stone and our visiting guests to the grounds, and at 10:30, headed by Memolee's band, the specials traversed the center of the city and then direct to the grounds. Gov. Jelks, Capt. Hobson, Dr. Cunningham, Col. O'Bryan, and others, were brought out later in automobiles.

At 1 o'clock dinner was served, and for two hours the inner man looked to. The ladies of the G. I. A. had this in charge and it is useless to mention the menu, for with such a grand and noble body of ladies that constitutes Clematis Div. 169, you may rest assured that there was nothing left undone to make this part of the occasion a grand success, in fact, the Ladies' Auxiliary have the greatest credit for the entire success of the picnic.

After dinner was over, the band rendered several beautiful selections, after which Col. Frank P. O'Bryan ascended the platform and as toastmaster for the occasion addressed the audience who had filled the pavilion to its capacity, and in a few well spoken words, extended to all a hearty welcome, and thanking the public for their attendance for the B. of L. E. He then introduced Hon. Wm. Dorsey Jelks, Governor of Alabama, who delivered a stirring address, in which he advocated arbitration, complimented the B. of L. E. very highly, illustrated loyal courage by reading "Jim Bludso," giving the trend of the whole in his closing paragraph: "In conclusion, may there be peace to the Brotherhood of Engineers, peace to unionism, peace and plenty."

Capt. Richmond P. Hobson, the hero of the Spanish-American war, was then introduced, and also paid a high compliment to the members of the B. of L. E. in his very interesting address.

Lieutenant-Governor Russell M. Cunningham was next, taking for his subject co-operation, treating it as the central principle of all organization, and in conclusion said: "I believe that the world is getting better and not worse. I believe there is more good in the world than ever, and that there is more righteousness than sin. The progress of man today is onward and not backward, and the keynote of this progress has been co-opera-

tion and organization to bring to bear the ends that promote and not destroy."

Bro. Fred Burgess of Div. 78, Louisville, Ky., was then introduced, taking for his subject Capital and Labor, and he handled his subject in a masterly way, winning hearty applause from his audience as he took his seat.

Grand Chief Warren S. Stone was then introduced, and as he stepped to the front, was received with a ringing round of applause, and as it subsided said, "I wish to express my appreciation of the many good things said about the organization I have the honor to represent, by the speakers who have preceded me." He then took up the subject of the conditions of labor preceding organization, what brought about organization, what it stands for and what it has accomplished, handling his subject in a masterly manner, to the delight of the audience.

Judge N. B. Feagan of Birmingham, was the next speaker, making a very pleasing address, interspersed with very witty comparisons, and paid a high compliment to the ladies.

After the several addresses were concluded a prize waltz was danced, and the honors were conferred on Miss Estella Hardin of Birmingham, for first prize, and Mrs. King of Bessemer, Ala., for second prize. Capt. Hobson was one of the judges, and after making the announcement of the judges' decision, he said that he seldom ever asked any compensation for his services on such occasions, but in this case he would, and the fee would be a dance with each of the winning contestants. The debt was paid and the Captain seemed to enjoy it immensely.

Supper was served at 6 o'clock, and continued until everyone had been supplied, and not until the midnight hour did all depart for home; and it can be well said that this day will go down in history as being a grand success.

Friday, the 23d, the Louisville & Nashville R. R. tendered the engineers a special train for the members, families, and visiting guests, for a trip "Around the Horn." The train consisting of three coaches, with about 200 on board, with Conductor Marshall Hanbury and Bro. Chas. Silliman at the front, left the Union Station at 10:30 A. M., under the personal supervision of Supt. T. E. Brooks and Col. A. B. Bayliss, Trainmaster. Many places of interest were visited, and every courtesy possible extended at the various places to make the trip a pleasant one.

Our first stop was at Valley View Ore Mines on top of Red Mountain, situated several hundred feet above the city of Birmingham, and from this point the view of the city was grand. Our next stop was at Readers. Here we were shown

through the various workshops of the Tennessee Coal, Iron & Railway Co., and here we saw the automatic hoisting engine and four of Corliss's finest engines in operation. After viewing the many interesting spectacles at this point, we repaired to a shady grove near by where a delicious lunch was served, consisting of all the good things that go to constitute an outing dinner. Here our photographer made a splendid picture of the group. Leaving this place we proceeded to Bessemer and Ensley and other points along the line, stopping last at North Birmingham. We were then shown through the pipe works at that place by members of the plant.

Before boarding the train for home, Col. O'Bryan, ex-sheriff of Jefferson County, a staunch friend of the B. of L. E., and in fact, a friend to all who know him, led the crowd to a beautiful grove a short distance away and there in behalf of the engineers in a pleasant manner thanked Superintendent Brooks and Trainmaster Bayliss for the many courtesies shown them in entertaining our friends and guests. Mr. Brooks responded in a very touching way and paid his men, as well as the entire organization, many beautiful tributes. Mr. Bayliss made quite a pleasant talk, after which we boarded the train for home, arriving in the city at 3:30, everyone expressing himself as having spent a most enjoyable day.

To Superintendent Brooks and Trainmaster Bayliss we felt greatly indebted for such a pleasant outing, and trust they fully realize just how much we appreciated the courtesy, for words are inadequate to express our thoughts.

The picnic was a grand success, both socially and financially, and will long be remembered by everyone present.

Bro. Geo. Carlisle, Chief of Div. 156, was General Chairman of the affair, and there was no mistake made in selecting him for the position, and to him great credit is due. His entire time for weeks was devoted to this work and his reward for such untiring work was enjoyed by all, and he received many flattering compliments which he so justly deserved. Brother Carlisle selected his own committeemen, and he made a wise selection, for each one gave him loyal support, and not a single event occurred to mar the pleasure of the occasion.

The Brotherhood is greatly indebted to Varley and Beauman for their hospitality. These gentlemen had a room nicely furnished over their store, which was used as a committee and reception room.

Next year we intend to repeat our program and trust to see our friends again,

Hoping that we have succeeded in giving all an assurance of a hearty welcome to our city and home, I am

Fraternally yours,
J. S. MAY.

On May 4, America, Virginia, Richmond, were called upon to pay their last homage to the bravest of the brave—a nation's hero, a state's fondest pride, and a city's loyal friend. Our own loved Fitzhugh Lee was borne to his last resting place in beautiful Hollywood, where the noble James will ever sing of his valiant deeds, as it winds its way to the distant sea. A pall, as it were, hung over our city, for all business was suspended, to pay a just tribute to him who under all circumstances and in all positions, both public and private, had been true to his trust and faithful to his duty.

Then a few short hours intervene and on the night of May 5, behold a scene of rare beauty and pleasure, for, gathered in the hall of the R. R. Y. M. C. A., under shaded lights and palms, were the noble heroes of the throttle and their families. They were there to honor and to lay their tribute of love upon the heart of a loyal and brave engineer who was soon to make his home among strangers. Bro. Harry Funk of Div. 26, B. of L. E., on account of faithfulness and strict adherence to duty, had been promoted to Road Foreman of Engines, Covington Division of C. & O. His fellow engineers wished to acknowledge his worth and express their high appreciation of his faithful friendship, therefore this brilliant scene.

The C. & O. officials were invited to participate, and as they are men of high integrity and appreciate true worth and good service, gladly lent their presence to make the occasion more joyous.

Mr. Walsh, Superintendent of Motive Power, was the orator of the evening, and presented Brother Funk, in behalf of his brother engineers, with a silver service, a token of their love and esteem. May sweet memories ever keep it bright.

The ladies of Virginia Div. 228, G. I. A., served refreshments, and had the privilege of assisting the Brothers in making the entertainment a perfect success. Richmond's sweet singer, Capt. Cunningham, known North and South, lent the enchantment of his voice to thrill the audience. So amid the perfume of flowers and under music's magic spell, the hours sped by all too quickly, and farewells had to be spoken.

Brothers, throughout our broad land, I wish to impress upon you the great good resulting from these "family gatherings" of railroad people. Their hand clasps hand in brotherly love, and hearts beat

true to each other. There each vies with the other in placing the laurel on the brow of the hero who, by nobly keeping the precepts of his Brotherhood and strict adherence to duty, reaps his honest reward.

Duty is said to be the sublimest word in the English language; it is also an inspiration to all honest toilers in any cause. The great Napoleon's watchword on the eve of so many of his victorious battles was, "Gentlemen, France expects every man to do his duty," and it was done. So I say to one and all of our engineers—Virginia, your Grand Chief, the Brotherhood, "expects every man to do his duty." That done, success will crown his efforts and he will inhale the sweet perfume of perpetual friendship from both employer and employee. Brothers, "we are all architects of fate, working in these walls of time." See to it that the material you use is just, honest and true to your employer, and your mortar is mixed with "Sobriety, Truth, Justice and Morality," to your Brothers.

We can all hold the high place we covet, if we have noble aspirations and aims, and act prudently, justly and kindly, as did our Brother Funk. "Kind words and deeds are more than coronets." Neighboring Divisions can learn a lesson of loyalty and fidelity to each other from kind old 26.

Then, let us still honor our brave engineer,
And his fond trusting wife, whom we all hold so
d^ear;
May their new home be joyous, their new friends
so true,
They may never regret bidding old ones adieu.

MRS. O. F. CONLEY,
Pres. Div. 228, G. I. A.

Boston Div. 61 had an interesting meeting on July 9, having with us A. G. C. E. Bro. E. W. Hurley. Our attendance was not as large as usual, but decidedly interesting to those present. It was the first Sunday meeting for some time when initiation of candidates was not a part of the session work, and it was with great pleasure that we welcomed Brother Hurley, who gave us a very entertaining discourse upon conditions in general in the order and advice relative to our local interests.

At the close of the regular business the Chief Engineer, Brother Abbott, called upon the visiting Brothers for remarks on the good of the order, and Bros. H. L. Tobey, Past Chief of Div. 312, and Bro. T. H. Henderson of the same Division, responded with able remarks, out of which came the important subject of intemperance among men of our calling, and our

Brothers who were not present missed hearing sentiments worth taking home, whether it applied to us as individuals or not. Bro. Geo. R. Dority of Div. 61 followed in a broader moral tone, painting a picture of duties we owe to our families, to ourselves and to our employing companies, and in the course of his remarks, told what had become known to the officials, of the practice of some who frequent saloons, and what it meant if the practice continued.

Then A. G. C. E. Brother Hurley addressed the meeting, taking up every phase of our responsibilities as members of the order, showing that our difficulties and failures come from failure to live up to our law, and that our success comes with our strict compliance with that to which we had obligated ourselves. He gave many and very instructive illustrations of cause and effect, which were powerful lessons in right duty and beneficial consequences, when followed. He touched the temperance question in a general way and its relation to us as engineers, telling of what happened to various individuals through drink. His remarks were exceedingly interesting and highly appreciated by those present.

The trend of the discussion during the meeting, and some things which have come to my knowledge, induce me to pen a few paragraphs. Don't jeopardize your job for a few glasses of beer. Perhaps you place little value on your job, but how long did you work to get it? Warnings have been plentiful, but you can sell your job for beer if you want to, and there are some who if they do not change their ways will lose their job whether they want to or not. If a member loses his job through drink, how much consistency would there be in his asking for the intercession of the Division in his behalf or in the Division interceding? Think of this before your Waterloo.

COR. SEC. Div. 61.

DETROIT DIV. 1, Brotherhood of Locomotive Engineers, held its annual memorial services on Sunday, May 21, 1905, at the lodge room in the Elks' Temple, at Detroit, and the services and program were very impressive.

There was a large attendance at the meeting, consisting of engineers, their families and friends, and the session was taken up by a very impressive service in commemoration of the deceased members of the Division.

Grand Chief Engineer W. S. Stone was present at the exercises and his remarks about the departed brethren were very appropriate and well received. Bro. Stone complimented the order in general on the

good work it was doing, and urged united action among the members of the order.

The order of service was as follows:

Opening ceremonies, C. D. Brown, C. B.; Prayer, Rev. W. T. Jacques; Solo, selected, Mr. Homer Warren; Eulogy, Mr. W. S. Stone, G. C. B.; Solo, — McKersahey; Remarks, D. S. Sutherland, Div. Supt. M. C. R.; Solo, "Face to Face," Mr. Allen Wallace; Address, Rev. W. T. Jacques; Solo, selected, Mrs. Haynes; Solo, selected, Mr. Homer Warren; Quartette, selected; Benediction, Rev. W. T. Jacques.

The hall was very tastefully decorated for the occasion and the meeting was a success in every way.

W. F. HAMILTON,
Chairman Memorial Service.

MEMORIAL SERVICES were held by Div. 448, Bluefield, W. Va., on Sunday, June 25, which was a success in every particular. The address was made by Master Mechanic L. D. Gillette, a member of the order since 1875, and his address was a masterly effort, in which he took up the history of the order he knew so well from his association with it, paying a high tribute to our late Grand Chief P. M. Arthur, who preached and practiced the precepts which had made the order great; that in the order's following the precepts we not only helped ourselves, but the companies and the country at large. He referred to the time when the North and South were arrayed against each other, and said that the Brotherhood of Locomotive Engineers were more instrumental than any other association in setting the example of peace; that the B. of L. E., bound together by the bond of fellowship, living the great precept of "Do unto others as you would that they should do unto you," the hand of fellowship was extended until there was no North, no South, but one united country. He said the B. of L. E. was the first in the field of temperance; sobriety, one of its first mottoes; temperance, one of the conditions of membership long before any railroad company put a clause in its rules in relation to it. He touched upon every phase of the excellent influences exercised by the B. of L. E., and touched the hearts of all who heard him. I wish I could give his address in full, for it was a masterpiece full of tribute to the B. of L. E. and G. I. A., and the high moral standing brought about through their influences. We appreciate his sentiments possibly much more, for his practice is the Golden Rule, and he is an official, is always approachable and his kindly advice helpful.

Fraternally yours,

J. W. SIMPSON.

SPECIAL NOTICES.

Wanted—The whereabouts of Matt Eagan, who when last heard from in 1904, was at Enola, Pa., on construction. Any information will be received by Miss Mary Eagan, 638 Howard street, Buffalo, N. Y.

Wanted—The whereabouts of Frank McTigue, who when last heard from was running an engine in Louisiana. Address Mr. Wm. McKinsty, 711 Main street, Nashville, Tenn.

Will Mr. Frank Richardson, who was running out of Cardenas, San Luis Potosi, Old Mexico, until about April 10, 1905, please correspond with his wife?

The traveling card of Bro. A. Bohosky, member of Div. 304, has been lost. If presented, please take up and forward to Bro. L. B. Moore, F. A. E. Div. 304, 712 Meredith street, Saginaw, Mich.

Wanted—The whereabouts of W. A. Kalat, who when last heard from in December, 1904, was working on the Seaboard Air Line, out of Birmingham, Ala. Address F. H. Patterson, 114 McCulloch street, Stevens Point, Wis.

Wanted—The whereabouts of Frank McCormick, who when last heard from was running out of Mart, Tex. Address Mrs. A. McCormick, 1508 Kansas avenue, Atchison, Kan.

Wanted—The address of Mr. A. Young, who was running an engine on the C., B. & N. out of La Crosse, Wis., before 1888. Address Chas. R. Conrow, 2597 Couler avenue, Dubuque, Ia.

Wanted—The address of Roger Ronau; when last heard from was in Alexandria, Va. Address Bro. S. B. Morris, F. A. E. Div. 41.

Information is wanted of Geo. L. Weatherhead, who when last heard from was in Chicago, Ill. Address Mrs. A. E. Burton, 390 Pearl street, Buffalo, N. Y.

Information is wanted of Geo. J. Call, who when last heard from was running on Central Vermont R. R. Address Mrs. Anna M. Call, 771 E. Orange Grove avenue, Pasadena, Cal.

Information is wanted of Geo. A. Thompson; when last heard from was switching on the Belt Line of Chicago, Ill. Address his father, J. W. Thompson, member of Div. 448, Bluefield, W. Va.

Wanted—The address of J. P. Hays, formerly Howell, Ind., Chicago, Ill., St. Louis, Mo. Address Bro. G. L. Pepper, F. A. E. Div. 363, Somerset, Ky.

Will anyone knowing D. M. Doty, who lost an arm in Wyoming, and was later foreman U. P. Ry. at Columbus, Neb., please write to his wife, who has three children to support? Please address Mrs. D. M. Doty, 816 P street, Lincoln, Neb.

Information is wanted of the whereabouts of Bro. O. J. Lee, who when last heard from was in Santiago, Cuba. Address Chas. McCauley, F. A. E. Div. 134.

D. G. Huddleston, member of Lodge 206, B. of L. F., was killed on the Cotton Belt near Camden, Ark., in February, 1905. He had a suit-case containing clothing, papers, etc. His brother-in-law, member of B. of L. E. Div. 23, is very desirous of finding these personal effects. Will anyone know-

ing anything of them please write Bro. R. W. Butler, 347 La Clede avenue, Memphis, Tenn.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately:

<i>Division—</i>	<i>Division—</i>
69—J. A. Campbell.	183—F. K. Chandler.
186—C. Grover.	254—A. P. Rogers.
J. McKiuley.	

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Argenta, Ark., June 17, killed in wreck, Bro. Bernard Carroll, member of Div. 278.

Ashtabula, O., June 21, Bro. M. Cook, member of Div. 260.

Cincinnati, O., June 16, asthma and heart failure, Bro. Edward Wall, member of Div. 95.

Ennis, Tex., June 19, Bro. J. J. Reilly, member of Div. 242.

Seymour, Ind., June 24 consumption, Bro. Enoch Baughman, member of Div. 39.

E. Mauch Chunk, Pa., June 19, apoplexy, Bro. Hiram Bossert, member of Div. 257.

Atlanta, Ga., June 24, typhoid fever, Bro. D. M. Queen, member of Div. 207.

Syracuse, N. Y., June 21, apoplexy, Bro. A. Daily, member of Div. 169.

Winnipeg, Man., June 20, killed in wreck, Bro. John Perry, member of Div. 76.

Springfield, O., June 25, cirrhosis of the liver, Bro. Chas. N. Leitschuh, member of Div. 208.

Flint Mich., June 17, Bro. R. E. Haddon, member of Div. 33.

St. Louis, Mo., May 6, Bro. Wm. E. McElwaine, member of Div. 453.

Rockford, Ill., June 26, Bro. H. H. Broadie, member of Div. 96.

Marceline, Mo., June 29, scalded, Bro. C. F. Willis, member of Div. 396.

Clinton, Ill., June 28, killed in wreck, Bro. Henry A. Ball, member of Div. 315.

Toledo, O., June 19, dropsy, Bro. J. A. Routson, member of Div. 4.

Tierra Blanca, Vera Cruz, Mex., June 8, yellow fever, Bro. Chauncey E. Colton, member of Div. 587.

Pueblo, Colo., June 8, Bro. Wm. T. Ward, member of Div. 186.

Rock Island, Ill., June 24, killed in wreck, Bro. Phillip C. Barnhart, member of Div. 60.

Hagerstown, Md., June 17, killed in a collision, Bro. L. D. Rice, member of Div. 233.

Ellis, Kan., June 29, killed in wreck, Bro. J. H. Kinney, member of Div. 141.

Cleveland, O., June 29, injuries received in wreck, Bro. R. A. Baldwin, member of Div. 170.

Escanaba, Mich., July 4, killed in collision, Bro. John J. McCarthy, member of Div. 116.

Charlestown, Mass., July 5, killed, Bro. Chas. R. Kendall, member of Div. 61.

Proctor, Minn., June 21, killed in accident, Bro. T. E. Mitchell, member of Div. 566.

Jackson, Tenn., July 6, consumption, Bro. O. P. Chesabra, member of Div. 66.

Fitchburg, Mass., July 5, killed in a collision, Bro. Clifford A. Smith, member of Div. 191.

Houston, Tex., June 2, Bro. W. T. Miller, member of Div. 366.

Syracuse, N. Y., July 4, surgical operation, Bro. Cornelius Brown, member of Div. 169.

La Crosse, Wis., July 9, heart failure, Bro. Wm. Murphy, member of Div. 13.

Detroit, Mich., May 24, consumption, Mrs. T. P. Kingston, wife of Bro. Thos. P. Kingston, member of Div. 503.

Columbia, S. C., June 29, Bro. T. E. Kinard, member of Div. 498.

Easton, Pa., Feb. 26, Bro. Sylvester Fishbaugh, member of Div. 259.

Gainesville, Tex., July 3, apoplexy, Bro. Wm. Higgins, member of Div. 206.

Jeffersonville, Ind., July 15, Mr. J. C. Willeman, father of Bro. C. G. Willeman, member of Div. 463.

Cleveland, O., July 1, bladder trouble, Bro. Henry E. Graves, member of Div. 318.

Yardville, N. J., July 13, consumption, Bro. Wm. P. Smith, member of Div. 373.

Brooklyn, N. Y., July 16, cancer, Georgine Raudel Brown, wife of Bro. Alfred A. Brown, member of Div. 77.

Sheboygan, Wis., July 15, killed in wreck, Bro. A. Niederst, member of Div. 304.

Nashville, Tenn., July 16, Bro. Hill Harvey, member of Div. 473.

Elmira, N. Y., July 16, Bro. Thos. Reardon, member of Div. 41.

Atlanta, Ga., June 30, Bro. J. N. Anthony, member of Div. 207.

Sheffield Ala., July 13, Mrs. Datta Stafford Devaney, wife of Bro. J. P. Devaney, member of Div. 423.

Bathurst, N. B., July 10, Bro. Isalah Schofield, member of Div. 381.

Denver, Colo., July 17, paralysis, Bro. J. O. Finnell, member of Div. 186.

Houghton, Mich., Feb. 16, jumped from engine on account of misplaced switch, Bro. John W. Gribble, member of Div. 564.

Detroit, Mich., July 18, oedema of lungs, Bro. William Schauf, member of Div. 1.

Union Hill, N. J., July 11, paresis, Bro. Daniel Shelb, member of Div. 235.

Chicago, Ill., June 17, killed in wreck, Bro. Leonard Y. Smith, member of Div. 404. Brother Smith was born February 29, 1840; enlisted in the 8th Illinois Cavalry in 1861, and by energy and

bravery was promoted to lieutenant. He eventually entered railroad service which he followed for 38 years. He joined Div. 96 in the 60's and was delegate representing that Division at the convention held in Philadelphia, in 1873, and represented 95 at Louisville, in 1882, and Chicago, in 1887; became a charter member of Div. 404 and represented that Division at Denver, in 1889, Pittsburgh 1890, Atlanta, 1892, St. Paul, 1884, and Norfolk in 1902, and was honored with the position of Chief Engineer of his Division for ten consecutive years. He had seen and been a part of almost the whole life of the B. of L. E., a loyal, earnest worker, having the confidence of all who knew him and consequently one of the leaders in building our great Brotherhood, deserving the highest encomiums we can give. These architects of our great institution, a heritage to younger members, are responding to the last call, having been faithful in well doing, and in teaching the Golden Rule. This was not only what Brother Smith taught, but practiced. Regrets will be widely felt, and we will say, "Well done, good and faithful servant." Peace be unto our Brother. EDITOR.

ADMITTED BY TRANSFER CARD.

Into Division—

179—J. J. Russell, from Div. 366.

327—M. J. Cotton, from Div. 49.

7—W. S. Kirkwood, from Div. 431.

363—C. J. Hardy, from Div. 435.

369—Jas. O'Brien, from Div. 516.

360—E. S. Harpold, from Div. 481.

G. H. Thomas, from Div. 148.

399—J. M. Dalley, A. J. Kilbane, John Davidson,

Donald McPherson, from Div. 540.

145—R. S. Craig, J. E. Hallett, J. L. Mean, Henry

Ryder, Ed. Stanford, Isaac D. Woolsey,

Thos. Costello, Geo. W. Strong, Geo. H.

Miller, Henry Connolly, J. J. Brady, C. O.

Armstrong, from Div. 105.

425—L. P. Crowley, from Div. 28.

J. Micauder, from Div. 158.

45—P. N. Johnson, John T. Findley, from

Div. 74.

210—W. C. Schaffer, from Div. 332.

97—Jacob H. Dean, from Div. 74.

565—R. C. Claiborne, from Div. 660.

666—G. W. Curdiss, from Div. 93.

453—H. H. Daniels, from Div. 569.

55—T. T. Blunt, from Div. 158.

537—Sam K. Doemier, from Div. 552.

Fred Streibich, from Div. 196.

W. W. Ferrell, from Div. 449.

42—A. C. Brennecke, from Div. 123.

589—Jas. F. Garland, from Div. 171.

61—Chas. H. Brown, from Div. 112.

161—Thomas Glyena, from Div. 519.

232—G. L. Drefson, from Div. 98.

205—H. T. Hoyt, from Div. 439.

593—Walter O'Malley, Jas. H. Sharp, from Div.

222.

450—R. H. Dent, from Div. 198.

123—George Collier, from Div. 386.

126—Joseph Bradford, from Div. 497.

448—Samuel J. Finley, from Div. 155.

239—J. P. H. Linkons, from Div. 448.

A. M. Beem, from Div. 570.

206—R. L. Flack, A. B. Chadwick, A. T. McCas-

lin, from Div. 475.

680—C. H. McGowan, A. N. Bell, Wm. Barkwell

W. E. Gerald, Wm. Rabb, W. M. McDuff

J. M. Sullivan, J. D. Shelton, T. J. Pledge,

H. M. Wagley, F. J. Radetzky, from

Div. 366.

J. S. Evans, from Div. 197.

C. A. Mavs, from Div. 498.

676—W. Bickford, R. Davison, E. W. Flower, H.

Gullick, Alex. McKae, from Div. 224.

- 676—Chas. Rogers, from Div. 570.
 222—S. Shingleton, from Div. 55.
 Delbert A. Everett, from Div. 385.
 372—M. W. Buck, from Div. 80.
 22—Samuel J. Dampman from Div. 145.
 552—Wm. McDermott, from Div. 632.
 429—C. G. Cook, from Div. 47.
 239—Geo. Kelley, M. E. Warnack, from Div. 339.
 298—Richard O'Brien, from Div. 493.
 386—E. McClintic, from Div. 525.
 102—James W. Franklin, from Div. 13.
 684—K. L. Brooks, C. E. Evans, A. H. Goodwyn,
 Charles Hudgins, James F. Phillips, from
 Div. 628.
 J. H. Dunbar, H. B. Young, C. S. Lewis,
 from Div. 386.
 Robert J. Herring, from Div. 432.
 682—Wm. Christner, F. Newman, from Div. 300.
 Wm. Green, from Div. 580.
 Lewis Walge, from Div. 478.
 284—H. H. Hefner, from Div. 477.
 603—Ed Bradley, Jas. Fitzpatrick, from Div. 363.
 358—A. J. Isenberg, from Div. 550.
 224—F. M. Moore, from Div. 570.
 505—John Price, from Div. 385.
 265—J. J. Horton, from Div. 309.
 198—D. E. Combs, from Div. 47.
 464—Fred Leuthke, from Div. 477.
 495—J. W. Cook, from Div. 368.
 368—C. M. Henderson, from Div. 207.
 H. P. Bledsoe, from Div. 514.
 672—J. A. Kinnear, from Div. 502.
 W. Bickerstaff, from Div. 23.
 C. J. Roelle, from Div. 31.
 533—M. J. Kane, from Div. 434.
 592—George Plumb, from Div. 262.
 59—Theo. Desoe, from Div. 63.
 258—J. G. A. Brazeau, D. Carruth, J. Carmody,
 T. Carrier, A. Deniger, J. Dubois, H.
 Damour, T. Foley, R. Gariepy, Wm.
 Gebb, M. Kelly, A. Langlois, P. Leduc,
 G. Moulds, N. Provost, G. Pring, R.
 Pring, E. St. Mars, G. Smyth, T. Strainer,
 B. Vincent, O. Vlger, A. B. White, from
 Div. 168.
 261—T. D. French, from Div. 346.
 660—Geo. H. Woodry, from Div. 587.
 W. M. Mercer, from Div. 301.
 23—K. Overby, from Div. 190.
 Bro. J. V. Brown, listed as transferred in last
 month's JOURNAL, from Div. 463 to Div.
 450 was by mistake listed as John W.
 Brown.

WITHDRAWALS.

- | From Division— | From Division— |
|---------------------|-----------------------|
| 179—Frank W. Loucks | 36—F. W. Baerman. |
| 70—John G. Norquay. | 637—W. K. Burks. |
| 622—G. L. Moffatt. | 130—W. H. Willoughby. |
| 33—Jas. R. Bunce. | 270—Chas. Koehler. |
| 261—E. S. Donohue. | |

REINSTATEMENTS.

- | Into Division— | Into Division— |
|--|-----------------------|
| 578—J. H. Phillips. | 272—Patrick Welsh. |
| 70—Geo. Keats. | 251—Walter L. Blount. |
| 407—Jos. Bradford. | 52—J. A. Irwin. |
| 342—James Irwin. | 35—M. J. Lynn. |
| 386—Geo. Collier. | 363—Ed. Bradley. |
| 207—C. W. McClain. | 453—J. F. White. |
| 434—M. J. Kane. | James Vickers. |
| 339—E. E. Kephart. | 81—Wm. Stancliff. |
| 57—Chas. A. Winslow. | 151—J. W. O'Neal. |
| 98—Geo. W. Riddle. | 557—C. B. Moore. |
| 239—W. T. Shepard. | 435—H. J. May. |
| 441—John Long. | 477—R. H. Burge. |
| 218—A. D. Crossley. | 224—D. B. Gaber. |
| 254—H. H. Viall. | 186—S. P. Nelson. |
| 104—Taylor Welsh. | 290—Archib. McKeller. |
| 148—Daniel F. Lyttle. | 401—S. D. Callahan. |
| 497—W. H. Brannon. | 512—C. P. Young. |
| 419—Chas. E. Calkins, expelled from Brooklyn
Div. 299, defunct. | |

SUSPENSIONS.

From Division—

- 675—Charles Johns, 5 months for intoxication and
 unbecoming conduct.

EXPELLED.

FOR NON-PAYMENT OF DUES.

From Division—

- 158—L. Gobe, 100—O. D. Ladd,
 W. W. Frohock, David Nevins,
 F. M. Denning, N. Hubler,
 L. Wagenbach, D. H. Taylor,
 10—Robert McKinna, Matthew Metz,
 457—John McKiver, J. W. King,
 86—Jas. Blanchfield, F. B. Churchill,
 210—Dave L. Landers, Andrew Iserhour,
 295—John Dake, Edwin F. Clarke,
 69—H. M. Hillman, P. W. Crawford,
 423—H. H. Burkhardt, J. C. Cole,
 J. H. Bryant, J. K. Bingham.
 405—B. W. Comstock, 441—L. Bixby,
 527—M. E. McManus, 465—Edward Wallace.
 624—A. C. Speakerworth, 594—W. C. Fitts,
 194—Frank Bell.

FOR OTHER CAUSES.

- 636—J. C. Davis, violation of obligation.
 54—F. C. Bogardus, J. E. Travia, B. W. Cole, for-
 feiting insurance.
 366—C. W. Conners, violation of obligation.
 210—John T. Reddick, drunkenness, H. F. Led-
 better and Robert Pate, non-payment of
 dues and forfeiting insurance.
 175—Frank Halloran, non-payment of dues and
 forfeiting insurance.
 425—D. W. Varnum, forfeiting insurance.
 63—A. M. Sargent, unbecoming conduct and drunk-
 enness.
 512—C. P. Young, P. H. Murray, non-payment of
 dues and forfeiting insurance.
 23—Amos Hatch, not taking out insurance.
 19—J. R. Hughes, forfeiting insurance.
 463—A. M. Poe, intoxication.
 421—J. M. Porter, intoxication.
 568—L. E. Moore, forfeiting insurance.
 74—A. M. Seibert, forfeiting insurance and non-
 payment of dues.
 634—Albert Alford, forfeiting insurance.
 652—Geo. W. Peeler, engaging in the liquor trade.
 Elmer Williams, non-payment of dues and
 forfeiting insurance.
 296—W. B. Davis, forfeiting insurance.
 D. H. Taylor, non-payment of dues and
 forfeiting insurance.
 7—Wm. A. Crabb, non-payment of dues and
 forfeiting insurance.
 98—Adam McLaren, deserting his family and
 non-payment of dues.
 125—John Atkinson, intoxication.
 45—A. Preston Dawson, forfeiting insurance.
 263—Joseph Kreither, non-payment of dues and
 forfeiting insurance.
 473—T. R. Hambrick, forfeiting insurance.
 507—Chas. F. Roche, non-payment of dues and
 forfeiting insurance.
 206—John Egner, non-payment of dues and for-
 feiting insurance.
 594—A. C. Mann, forfeiting insurance.
 591—H. F. Ackley, forfeiting insurance and non-
 payment of dues.
 Geo. Spooner, violation of obligation.
 19—Jas. Parmelee, W. J. Bowmaster, forfeiting
 insurance.
 83—W. H. Cook, non-payment of dues and for-
 feiting insurance.
 380—F. E. Green, forfeiting insurance.
 158—H. Greer, non-attendance and unbecoming
 conduct.
 130—J. M. Miller, Jas. Porter, drunkenness.
 152—John Driscoll, drunkenness.
 1—John Spavin, forfeiting insurance and non-
 payment of dues.
 228—C. A. Carson, John Remington, using liquor
 while on duty.
 261—Chas. Hay, non-payment of dues and for-
 feiting insurance.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have renewed our arrangement with the Webb C. Ball Watch Co., Cleveland, O., for an unlimited number of watches as premiums; watches that are guaranteed to be O. K. in every respect, and will be given as premiums under the following conditions:

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$20.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard, 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

Mr. C. H. Salmons, Editor JOURNAL:

DEAR SIR AND BROTHER:—The 19-jewelled Webb C. Ball gentleman's watch has been received O.K. The case selected by you was perfectly satisfactory, as is the watch. I think some one in each Subdivision should work for one of these splendid premiums, as well as for the interest of the JOURNAL, and through it, the order. With many thanks for the watch, I remain
 Yours fraternally,

C. K. TALIAFERRO, C. E. Div. 595.

A large number of Brothers can obtain one of these excellent watches if they make an effort, and will help the JOURNAL as well as themselves. EDITOR.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name Division No.

Box or Street and No.

Postoffice State

OLD ADDRESS.

Postoffice State

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 1018-1021.

SERIES F.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
 CLEVELAND, OHIO, Aug. 1, 1905. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS. :—You are hereby notified of the death or disability of the following members of the Association :

Four Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.25 from all who are insured for \$750. \$2.25 from all who are insured for \$1,500. \$4.25 from all who are insured for \$3,000. and \$6.25 from all members insured for \$4,500. and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25; page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries

located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of A.S.R.	Name.	Age.	No. of No. D.V.	Date of Admission	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
968	A. H. Preston	73	404	Jan. 27, 1885.	Aug. 1, 1904.	Blind	\$3000	Self.
966	F. W. Holleman	36	595	Sept. 1, 1901.	April 12, 1905.	Acute asthma	1500	Elma J. Ferguson, s.
970	Thos. McClella'd	40	325	Aug. 18, 1901.	Apr. 21, 1905.	Diphtheria	1500	Cora Cunningham, s.
971	W. E. McElvaine	40	453	June 14, 1902.	May 6, 1905.	Blood poison	1500	Mary McElvaine, w.
972	John T. Hannon	38	254	Nov. 6, 1898.	May 31, 1905.	Right leg amp'ted.	1500	Self.
973	M. J. Campbell	44	575	Jan. 18, 1903.	May 31, 1905.	Right leg amp'ted.	3000	Self.
974	Chas. Phipps	47	80	Aug. 12, 1895.	June 7, 1905.	Drowned	3000	Katherine Phipps, w.
975	A. T. Upper	29	310	Apr. 6, 1903.	June 7, 1905.	Right leg amp'ted.	1500	Self.
976	J. E. Brown	41	366	Nov. 14, 1900.	June 9, 1905.	Killed	3000	Laurette Brown, w.
977	P. J. Hoover	30	537	Feb. 28, 1901.	June 10, 1905.	Killed	1500	Ida Hoover, w.
978	Thos. Chalk	40	603	Aug. 10, 1904.	June 11, 1905.	Nephritis	3000	Maggie D. Chalk, w.
979	Wm. Stinchfield	52	40	Oct. 20, 1895.	June 11, 1905.	Apoplexy	1500	Mrs. W. Stinchfield, w.
980	Edw. Pennett	29	381	May 4, 1903.	June 11, 1905.	Typhoid fever	750	Mrs. L. Pennett, m.
981	F. J. Emmons	33	666	March 27, 1905.	June 12, 1905.	Killed	3000	Mrs. L. Emmons, w.
982	Dan C. Fapp	34	491	Aug. 24, 1903.	June 12, 1905.	Killed	1500	Mrs. Ida G. Fapp, w.
983	J. P. Michael	51	127	Feb. 15, 1886.	June 12, 1905.	Uremia	1500	Mrs. C. F. Michael, w.
984	J. C. Hall	47	300	April 3, 1898.	June 15, 1905.	Shot	1500	Delia M. Hall, d.
985	J. W. Harrington	36	368	June 7, 1903.	June 15, 1905.	Leg amputated	4500	Self.
986	C. L. Cauble	39	84	Mar. 20, 1891.	June 16, 1905.	Scalded	3000	Felicia Cauble, w & d
987	Edward Wall	66	95	July 1, 1883.	June 16, 1905.	Heart failure	3000	Mrs. Julia Wall, w.
988	Alex. Wilkinson	55	101	Mar. 3, 1891.	June 16, 1905.	Killed	1500	Mrs. M. Wilkinson, w.
989	G. B. Israel	57	193	Aug. 28, 1894.	June 17, 1905.	Malarial fever	3000	Children.
990	R. E. Smith	65	404	May 21, 1881.	June 17, 1905.	Killed	3000	Children.
991	L. E. Haddon	39	31	April 13, 1894.	June 17, 1905.	Pneumonia	1500	Mrs. R. E. Hadden, w.
992	G. B. Covell	42	52	Nov. 23, 1887.	June 17, 1905.	Killed	1500	Mrs. N. A. Covell, w.
993	L. D. Rice	33	233	Dec. 23, 1901.	June 17, 1905.	Killed	1500	Mrs. S. M. Rice, w.
994	Bernard Carroll	41	278	Feb. 24, 1904.	June 17, 1905.	Killed	1500	Mrs. C. Carroll, w.
995	H. Bossert	47	257	Nov. 8, 1903.	June 19, 1905.	Apoplexy	1500	Mrs. M. E. Bossert, w.
996	J. J. Reilly	37	242	Feb. 22, 1897.	June 20, 1905.	Acute mania	1500	J. & W. Reilly, brs.
997	Jno. Perry	46	76	May 21, 1892.	June 20, 1905.	Killed	1500	Mrs. Jno. Perry, w.
998	A. T. Dailey	48	169	June 2, 1900.	June 21, 1905.	Hemorrhage	3000	Mrs. Briget Dailey, w.
999	Michael Cook	55	260	Nov. 30, 1883.	June 21, 1905.	Operation	3000	Mrs. M. Cook, w.
1000	R. J. Jones	39	196	Nov. 6, 1896.	June 21, 1905.	Left leg amputat'd	1500	Self.
1001	A. H. Tyler	3	56	Mar. 16, 1881.	June 22, 1905.	Killed	3000	Mrs. A. H. Tyler, w.
1002	R. P. Moore	43	409	Apr. 21, 1900.	June 23, 1905.	Killed	1500	Mrs. M. J. Moore, w.
1003	F. Baughman	55	39	Aug. 23, 1898.	June 24, 1905.	Tuberculosis	4500	Mrs. J. Baughman, w.
1004	P. C. Barnhart	39	60	July 7, 1901.	June 24, 1905.	Killed	3000	Mrs. E. M. Barnhart, w.
1005	C. H. Leit'chuh	48	208	Mch. 7, 1887.	June 25, 1905.	Bright s disease	1500	Mrs. C. H. Leit'chuh, w.
1006	H. A. Ball	50	315	Mch. 24, 1894.	June 28, 1905.	Killed	1500	Mrs. Frances Ball, w.
1007	R. A. Baldwin	62	170	Mch. 1, 1868.	June 29, 1905.	Killed	3000	Mrs. A. Baldwin, w.
1008	C. F. Willis	52	395	Nov. 27, 1896.	June 29, 1905.	Killed	3000	Mrs. M. H. Willis, w.
1009	J. H. Kenney	43	141	Oct. 1, 1903.	June 29, 1905.	Killed	1500	Mrs. H. M. Kenney, w.
1010	L. N. Burlingame	68	297	Mch. 30, 1877.	July 30, 1905.	Blind	1500	Self.
1011	J. N. Anthony	69	207	June 28, 1884.	July 1, 1905.	Chronic diarrhea	3000	M. C. Anthony w & d
1012	H. E. Graves	56	318	Oct. 29, 1896.	July 1, 1905.	Tumor	1500	Mrs. M. A. Graves, w.
1013	B. E. Stookey	49	513	May 7, 1887.	July 2, 1905.	Appendicitis	3000	Mrs. I. Stookey, w.
1014	C. Brewer	59	190	Oct. 4, 1884.	July 4, 1905.	Cancer	3000	Mrs. Maria Brewer, w.
1015	J. J. McCarthy	26	116	Dec. 14, 1901.	July 4, 1905.	Killed	1500	Mrs. M. McCarthy, w.
1016	Jas. H. Shelton	21	271	Jan. 15, 1903.	July 5, 1905.	Typhoid fever	3000	Mrs. M. J. Shelton, m.
1017	C. A. Smith	29	191	Dec. 13, 1903.	July 5, 1905.	Killed	1500	Mrs. N. G. Smith, w.
1018	H. R. Seitzinger	48	90	Nov. 19, 1899.	July 7, 1905.	Blood poison	1500	Mrs. L. Seitzinger, w.
1019	Thos. Madigan	63	276	Dec. 24, 1889.	July 9, 1905.	Cancer	1500	Mrs. T. Madigan, w.
1020	Wm. P. Smith	44	373	July 29, 1901.	July 12, 1905.	Tuberculosis	1500	Mrs. Kate Smith, w.
1021	Wm. Murphy	61	131	July 1, 1892.	July 12, 1905.	Apopl: xv	1500	Children.

Total number of claims, 84. Total amount of claims, \$116,250.

A special assessment of 25c is levied by authority of the Board of Trustees, to be applied to the expense fund.

A form will be sent to each Insurance Secretary for special assessment report.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Ast. No.	From Secretary.	Div. No.	Amount.
Apr. 6, 1904.	Mrs. C. L. Jackson	324	Samuel Brandt	306	\$3000
July 15, "	Mary M. Barrett	469	G. W. Davis	158	3000
	Lizzie H. Barrett				
Jan. 13, 1905.	C. P. Johuson	758	C. W. Ellison	614	1500
" 31, "	Mrs. Maggie Blackwood	761	Charles Daze	134	1500
" 31, "	Mrs. Nellie Steinhauser	762	W. W. Boyles	471	3000
	Mrs. Hattie Johnson				
Feb. 10, "	Mrs. Jessie Ferguson	766	Geo. Redmon	548	1500
" 9, "	D. A. Head	765	C. A. Blake	43	2250
" 11, "	Mrs. Emma McConnell	768	G. H. Phillips	101	3000
" 21, "	Mrs. Martha A. Downs	781	H. S. Brown	317	1500
" 23, "	Mrs. W. B. Austin	782	R. L. Church	554	1500

Acknowledgments—Continued.

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Mch. 4, 1905.	Mrs. Mamie Carter.....	789	J. F. Thompson.....	309	\$1500
" 7, "	Mrs. Mary A. Hoyt.....	793	John F. Maher.....	150	3000
" 9, "	Mrs. Cora Eldridge.....	794	D. D. Hall.....	254	1500
Oct. 10, 1904.	Mrs. Amanda J. Brown.....	800	Charles Edmunds.....	570	750
Feb. 15, 1905.	Mrs. Alice J. Willard.....	803	J. B. Hotchkiss.....	179	4500
Mch. 5, "	Mrs. Esther Patnod.....	806	F. E. Hayes.....	111	1500
" 6, "	Mrs. Effie M. Pyatt.....	807	Wm. Blythe.....	11	3000
" 11, "	Frank E. Gartside.....	809	John Knight.....	47	3000
" 11, "	Mrs. C. J. Wilkes.....	811	P. D. Braund.....	626	3000
" 16, "	Mrs. Mary Kitzmiller.....	814	E. B. Crell.....	437	1500
" 17, "	Leigh Morse, guardian.....	815	James Watson.....	311	3000
" 17, "	Mrs. Kate B. Barnes.....	816	W. G. Jones.....	432	3000
" 19, "	Mrs. Ella Egan.....	818	H. M. Pierce.....	87	2250
" 20, "	Mrs. Anna M. Biser.....	819	T. Williamson.....	15	3000
" 21, "	J. H. Cooke.....	820	M. Teagarden.....	12	3000
" 22, "	Mrs. Grace Wise.....	821	C. M. Riddell.....	396	1500
" 23, "	Chas. D. Noyes, guardian.....	822	Stephen Gotham.....	312	1500
" 23, "	Mrs. H. H. Jones.....	823	S. B. Norris.....	41	1500
" 24, "	Charles D. Vest.....	824	Charles E. Silliman.....	156	4500
" 25, "	Mrs. Katherine Conright.....	825	G. W. Vore.....	357	1500
" 25, "	Mrs. Margaret Acker.....	826	W. B. Nicol.....	18	3000
" 25, "	Mrs. Jessie M. Streeter.....	827	L. T. Moody.....	323	1500
" 27, "	Mrs. Ella Murray.....	829	W. H. Hummell.....	215	1500
" 28, "	Mrs. Ella C. Bosler.....	830	E. C. Johnson.....	109	3000
" 28, "	M. S. W. H. Ossman.....	832	Hugh P. Kelley.....	45	3000
" 29, "	Mrs. Eliza M. Morgan.....	834	Theo. T. Hart.....	516	1500
" 30, "	Mrs. Josephine Webber.....	835	James Sanders.....	504	3000
" 31, "	Mrs. Hessie Kane.....	837	S. W. Brown.....	282	1500
Apr. 1, "	{ Nettie B. adley.....	839	J. H. Taylor.....	283	3000
" 1, "	{ Mary Beals.....				
" 2, "	Mrs. Ola Covalt.....	841	C. H. Burn.....	340	4500
" 3, "	Mrs. Margaret L. Conlon.....	842	B. Baesler.....	333	3000
" 4, "	Susie Brink, administratrix.....	844	C. S. Allmon.....	170	1500
" 6, "	Mrs. Cynthia Fuller.....	845	Chas. Baguley.....	36	3000
" 6, "	{ Mrs. Elizabeth Atherton.....				
" 6, "	{ W. S. R. & James T. Atherton.....	846	C. H. Burn.....	340	3000
" 8, "	Mrs. L. W. Reed.....	847	Samuel Brandt.....	306	1500
" 8, "	Mrs. Mary H. Colvin.....	848	D. R. Bettis.....	450	1500
" 9, "	Mrs. Anna Humphries.....	849	Fred Schuler.....	245	3000
" 9, "	Mrs. Mary Waibel.....	850	J. F. Bruner.....	43	4500
" 9, "	J. M. Baker.....	852	R. C. Miller.....	405	3000
" 9, "	Mrs. Hattie Diamond.....	853	A. M. Garner.....	37	3000
" 11, "	Mrs. S. Ashmead.....	855	R. M. Griffith.....	27	3000
" 15, "	Mrs. Annie Brine.....	856	Wm. B. Stahl.....	287	1500
" 16, "	Mrs. Edith M. Petzer.....	856			

Financial Statement.

CLEVELAND, O., July 1, 1905.

MORTUARY FUND FOR JUNE.

Balance on hand June 1, 1905.....	\$230 266 15
Paid in settlement of claims.....	96 750 00
Surplus.....	\$133,516 15
Received by assessments 852-56 and back assessments.....	\$126,942 79
Received by assessments 907-10.....	505 69
Received from members whose insurance was carried by As- sociation.....	1,740 30 \$129,188 78
	\$262,704 93
Interest from Jan. 1 to July 1, 1905.....	2 794 56
Total in Bank June 30, 1905.....	\$265,499 49
Mortuary fund.....	167 459 09
Special mortuary fund*.....	98 040 40 265,499 49

EXPENSE FUND FOR JUNE.

Balance on hand June 1, 1905.....	\$ 10,199 05
Received from fees.....	323 94
Interest from Jan. 1 to July 1, 1905.....	205 54
Total.....	\$ 10,728 53
Expenses during month of June.....	1,619 64
Total in Bank June 30, 1905.....	\$ 9,108 89

*The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

Statement of Membership.

FOR JUNE, 1905.

<i>Classified, represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- essments 852-56.....	4,229	24,120	10,036	1,648
Members from whom as- essments 852-56 were not collected.....	453	1,960	578	23
Members carried by the Association.....	2	133	290	21
Applications and rein- statements received during month.....		407	118	13
Totals.....	4,684	26,620	11,022	1,705
From which deduct poli- cies terminated by death, accident, or otherwise.....	20	99	46	9
Total membership June 30, 1905.....	4,664	26,521	10,976	1,696
Grand total.....				43,857
				M. H. SHAY, Gen'l Sec'y & Treas.

B. OF L. E. DIRECTORY.

GRAND OFFICERS.
307 Society for Savings.

- W. S. STONE, G. C. E., Cleveland.
M. W. CADLE, Ass. G. C. E., ..
E. W. HURLEY, Ass. G. C. E., ..
H. E. WILLS, Ass. G. C. E., ..
W. B. PRENTER, F. G. E., ..
C. H. SALMONS, S. G. E., ..
D. EVERETT, T. G. E., ..
- R. W. BOTTRELL, F. G. A. E.,
Ottawa, Ont.
J. C. CURRIE, S. G. A. E.,
Jersey City, N. J.
T. H. HINER, T. G. A. E.,
Memphis, Tenn.
F. H. TUCKER, Grand Guide,
Brooklyn, N. Y.
G. R. DORRY, Grand Chaplain,
Charlestown, Mass.

INSURANCE DEPARTMENT.
W. E. PUTCH, Pres., Cleveland.
M. H. SHAY, Sec. & Treas.

SUBORDINATE DIVISIONS
A single letter is used to indicate office: C, for C. E.; F, F. A. E.; I, Ins.

- 1—DETROIT, MICH., meet 1 & 8 Sunday, 2 p.m., Elks' Temple, Monrovia av. Clarence D. Brown, 645 Champlain st. C
A. B. Wallinger, 481 Dragon av. F
James S. Martin, 327 23d st. I
- 2—JACKSON, MICH., meet alternate Sundays, 2:30 p.m., B. of L. E. Hall, John Webb Bldg., Mechanic st.
W. M. Payne, 139 Maple av. C
Duncan MacFarland, 1105 Francis st. F
Wm. A. Apted, 306 N East av. I
- 3—COLLIAMWOOD, O., meet alternate Tuesdays, K. of P. Hall, Gunn Bldg., Collamer st.
J. H. DuRoss, .. F
E. B. Hall, Box 88 .. F
C. E. Rosworth .. I
- 4—CORN CITY, TOLEDO, O., meet 1 & 3 Sunday at 2 p.m., Crowe's Bldg., Broadway and Segar.
W. T. Colter, 123 Gibbons st. C
J. H. Mack, 715 Miami, E Toledo, F & I
- 5—ORANGE GROVE, LOS ANGELES, CAL., meet the first 4 Tuesdays of each month, B. L. E. Hall.
C. M. Patten, 1814 So. Grand av. C
J. J. Norton, 1015 Hawley st. F & I
- 6—MONTANA, BOONE, I. A., meet 2d & 4th Sunday, 2 p.m., B. L. E. Hall, 8th st.
B. B. Valente, 225 Boone st. C
C. E. Sargent, 1233 7th st. F
C. H. S. Barron, 1113 Carroll st. I
- 7—LAFAYETTE, IND., meet every Sunday, 2:30 p.m., B. L. E. Hall, Fourth and Ferry.
Chas. F. Bane, 513 N 6th st. C
Jno. W. Gorman, 202 N 15th st. F & I
- 8—MEXICO, SLATER, MO., meet every Tuesday, 1:30 p.m., Masonic Hall.
G. M. Blackburn, .. F
L. D. Montgomery, .. F
J. P. Tighe, Box 414. I
- 9—WASICA, MINN., meet 2d Sun, 2:30 p.m., & 4th Sun, 7:30 p.m., K. of P. Hall, Geo. Clement, Box 135, Winona, Minn. C
Jas. DeBarr, Box 262, Plain w. Minn. F
C. F. Densel, 326 W. King st., Winona, Minn. I

- 10—CHICAGO, ILL., meet 2d & 4th Sunday, 10:30 a.m., 942 Cottage Grove av., Baring Crossing.
O. Trigliaff, 947 Langley av. C
C. L. D. Murphy, 3567 Burnside av. F
E. A. Wright, 1077 86th Place, Dauphin Park. I
- 11—INDIANAPOLIS, IND., meet 1st & 3d Sunday 2 p.m., Wallace Block, Mass. av. and New York st.
J. W. Spencer, 225 Walnut st. C
Wm. M. Blythe, 519 N Pine. F
W. Revel, 39 So. Arsenal st. I
- 12—FORT WAYNE, IND., meet every 1 & 3 Sun, 2 p.m., B. L. E. Hall, 1020 Calhoun M. G. Flagle, 212 3d st. C
M. Teagarden, 405 W. Superior. F & I
- 13—NORTH LA CROSSE, WIS., meet 1st Tuesday and 3rd Sunday 2 p.m., Amerus' Hall, 138 Caledonia st.
E. H. Colton, 723 Avon st. C
G. B. Smith, 1513 Avon st. F
Henry Nein, 911 Rose st. I
- 14—UTICA, N. Y., meet 1 & 3 Sun, 2 p.m., Royal Arcanum T'ble, Deveroux st.
James Jacobs, 129 Elizabeth st. C

- 15—BUFFALO, N. Y., meet every Monday evening, Bick's Hall, Clinton and Hickory sts.
Geo. Howell, 336 N Division st. C
Thos. Williamson, 9 St. Johns Place. F & I
- 16—GALION, O., meet 1st Monday & 3d Tuesday, 7:30 p.m., L.O.O.F. Hall, E. Main st.
Edw. Kavanagh, 320 Payne av. C
J. J. Daze, 411 S Union st. F & I
- 17—STANBERRY, MO., meet 2d and 4th Tuesday, K. of P. Hall, 1st st.
J. J. Freeman, Box 484. C
S. W. D. Rogerson, Box 315. F
J. J. Torrey, Box 485. I
- 18—ROCHESTER, N. Y., meet every Saturday evening, in Wehle Hall, Webster and Grand av.
John K. Harris, 132 E. Main st. C
H. P. Warner, 151 Grand av. F
W. B. Nicol, No. 5 Girton Place. I
- 19—BLOOMINGTON, ILL., meet every Sunday, 2:30 p.m., 910 W Chestnut.
M. H. Butler, 816 N W st. C
G. P. McElroy, 605 W Chestnut st. F
W. H. Peer, 204 E Graham st. I
- 20—LOGAN, LOGANSPOUT, IND., meet 1st & 3d Sunday, 2 p.m., Ben Hur Hall, N.E. 4th & Broadway.
James L. Powlen, 1824 George st. C
Chas. O. Bower, 20.0 George st. F
B. V. Pitman, 1322 High st. I
- 21—MEMPHIS, TENN., meet every Monday, 9:30 a.m., at 89 Peyton av. Thos. Spaulding, 538 Alabama st. C
P. J. Spillane, 475 Mosby st. F & I
- 22—CAMDEN, N. J., meet 1st & 3d Sunday, 1:30 p.m., Hall 4th & Market.
W. H. Way, 657 Washington st. C
Jesse T. Robbins, 39 North 4th st. F
T. H. Joiner, 882 Haddon av. I
- 23—W. RENSLOW, MEMPHIS, TENN., meet 1st & 2d Sunday, 2 p.m., 3rd & 4th Friday at 10 a.m., Dominic A. B. Pennsylvania and Iowa av.
Geo. L. Barnett, 104 Patton av. C
E. T. Date, 953 Rayburn av. F
Owen Finnean, 497 Lockwood Pl. I
- 24—CENTRALIA, ILL., meet every Sunday, 2 p.m., Hofheinz Block W Broadway.
Edward Bales, 206 N Hickory st. C
R. D. Beaver, .. F
Hugh Bailey, 234 S Elm st. I
- 25—TERRE HAUTE, IND., meet 2d Sunday at 2 p.m., & 4th Sunday at 9:30 a.m., Swope Block, 7th and Ohio.
John Redmond, 1454 Locust st. C
G. E. Viquesney, 940 N 9th st. F & I
- 26—RICHMOND, VA., meet 1st & 3d Monday, 9 a.m., Lee Camp Hall, 614 E Broad st.
D. J. McLeod, 2305 E. Broad st. C
W. M. Ogg, 112 N. 20th st. F
C. L. Johnson, 1017 Buchanan st. I
- 27—RACINE, FREEPORT, ILL., meet 1st & 3d Sunday, 2 p.m., K. of P. Hall, Stephenson st.
L. McGovern, 2 Carroll .. C
R. M. Griffith, 541 Stephenson st. F & I
- 28—TUCSON, ARIZONA TERR., meet Tuesdays, 10 a.m., Masonic Hall, over P.O.
J. C. Clancy, 252 Broadway. C
A. J. Adams, cor. 15th & So 5th av. F
H. F. Michaels, 627 So. 4th av. I
- 29—GRAND CANYON, PUEBLO, COLO., meet Mondays 2:30 p.m., B. L. E. Hall.
Wm. Walk, 840 E. Evans av. C
E. J. Reilly, 617 E. Evans av. F
Wm. Hollis, 307 Polk st. I
- 30—PHILLIPSBURG, N. J., meet 1st & 3d Sunday, 1 p.m. over Phillipsburgh National Bank.
L. J. Lewis, 265 Mercer st. C
Robert O'Hara, 595 S. Main st. F
G. M. Couch, 127 Washington st. I
- 31—CLEVELAND, O., meet 1st Sunday, 2 p.m., & 3d Thurs, 7:30 p.m., Webb C. Ball's Hall, cor. Seneca & Superior sts
T. Duffin, 39 Danford st. C
W. H. Beckins, 135 Harkness av. F
A. J. Anderson, 35 Lincolnway. I
- 32—ALBANY, ILL., meet 1st & 3d Sunday, meet 19 So. Broadway.
W. S. Ellwood, 24 Beach st. C
W. D. Pierce, 470 New York st. F
V. M. R. Rees, 389 Western av. I
- 33—BATTLE CREEK, MICH., meet 2d & 4th Sun., 10 a.m., International Congress Hall, over 18 E. Main st.
M. D. Anderson, 22 Willis st. C
R. A. Gilman, 52 South av. F
R. H. Griffin, 622 Marshall st. I
- 34—LITTLE WALKER, COLORADO, meet 1st & 3d Sun. afternoon, Miller Bk. Thos Humphrey, 167 W. Goodale st. C

- 35—J. C. SIBLEY, ROCHESTER, N. Y., meet 2d & 4th Tues, eve., Hall 444 West av. E. E. Westfall, Lincoln Park, N. Y. C
E. P. Brown, cor. Post & Chilli av. C
Hugh Cooper, 109 Campbell st. I
- 36—NEWARK, O., meet every Sunday, 1 p.m., B. L. E. Hall, Shamp's Bldg, E. Main st.
Geo. W. Snooks, 345 E. Main st. C
Chas. Baguley, 39 Cedar st. F & I
- 37—MATTSON, ILL., meet every Sunday 2 p.m., K. of P. Hall, 1636 Broadway, O. F. Hammett, 1315 Jefferson av. C
W. S. White, 1412 Richmond av. F
A. M. Garner, 904 E. Broadway. I
- 38—STATINTON, CLIFTON FORGE, VA., meet 1st & 3d Monday 2 p.m., Masonic Hall.
W. A. Dudley, Box 501. C
H. M. Newcomb, Box 124. F
A. N. McMullan. I
- 39—SEYMOUR, IND., meet 2d & 4th Monday, 7:30 p.m., Masonic Temple.
C. R. Emery, 112 Tipton st. C
G. D. Seelinger, 230 N. Poplar st. F
W. H. Cunningham, Box 95. I
- 40—PORTLAND, ME., meet 2d & 4th Sunday, 1 p.m., 3d Saturday, 8 p.m. at 80 Exchange st.
C. H. Dodge, 100 Ocean st. C
Geo. W. Babb, 57 Congress st. F & I
- 41—ELBIRA, N. Y., meet 1st & 3d Sunday, 3 p.m., I. O. O. F. Hall, Water st. Chas. C. Munson, 131 Jefferson st. C
S. B. Morris, 107 Home st. F & I
- 42—CARONDELLE, ST. LOUIS, MO., meet 2d & 4th Tuesday, 8 p.m., 18th and Shennandoah sts. S. O. G. E. Woodruff, 2123 Ann av. C
S. E. Shelley, 7110 Michigan av. F
R. J. Johnson, 7104 Minnesota av. I
- 43—HOX CHAS, MILLER, HEADVILLE, PA., meet every Monday, 2 p.m., in Odd Fellows Hall, center st.
W. E. Nichols, N. Park Ave. C
J. F. Bruner, 359 Pine st. F & I
- 44—WYOMING, RAWLINS, WYO., meet 1st & 3d Thursdays in K. of P. Hall
J. H. Robinson, L Box 198. C
Thos. O'Donnell, L Box 104. F
J. F. Hittle, Box 146. I
- 45—WEST PHILADELPHIA, PA., meet 2d & 4th Sunday, 1:30 p.m., Schnider's Hall, 4115 Lancaster av.
J. F. Fagan, 3225 Fairmount av. C
Joseph Kelley, 624 N. 35th st. F
H. P. Kelley, 626 N 35th st. I
- 46—ALBANY, N. Y., meet every Wednesday, 8 p.m., 18-20 S Pearl st.
J. T. Greenhalgh, 18 Central av. C
J. W. Blewer, 1 Hunter av. F
E. A. Montague, 22 Judson st. I
- 47—HORNELLSVILLE, N. Y., meet Mondays, 1:30 p.m., over 137 Main st.
H. W. Plummer, 18 1/2 Elm st. C
W. R. Martin, 13 Collier st. F
John Knight, 162 Canisteo st. I
- 48—ST. LOUIS, MO., meet 1st & 3d Tuesday, 2:17 Chouteau av.
G. T. Rogers, 1811 Hickory st. C
J. L. Pat, 3728 St. Vincent av. F
J. C. Smith, 2712 Eads av. I
- 49—ST. CLAIR, E. ST. LOUIS, ILL., meet 1 & 3 Thurs, 7:30 p.m., I. O. F. Hall, Thos. P. Burnes, 711 Ohio av. C
Wm. V. Boyne, 525 A. N. 7th st. F
M. M. Stephens, 316 Missouri av. I
- 50—CONSELLVILLE, PA., meet 1st Saturday, 7:30 p.m., 3d Sun, 2 p.m., I. O. O. F. Hall Pittsburgh and Main.
J. D. Cunningham, 112 W. Green st. C
J. H. Bittner, 413 Highland av. F
F. A. Loeberger, 151 W. Peach st. I
- 51—PHILADELPHIA, PA., meet 1st & 3d Sunday 1:30 p.m., New Federal Hall, Federal st. meet 15th st.
H. J. Conroy, 3939 Carpenter st. C
H. B. Warnick, 709 S. Matlack st. F
W. Chester, Pa. F
Jos. E. Horne, 1302 So. 18th st., Philadelphia, Pa. I
- 52—MOUNTAIN, BALTIMORE, MD., meet 1st and 3d Sunday 1:30 p.m., Jackson's Hall, Beddle st. & Greenmount av.
J. K. Hitchcock, 1068 Clifton pl. C
John B. Connolly, 2338 Barclay st. F
Geo. W. Fry, 340 Girard av. I
- 53—JERSEY CITY, N. J., meet 2d & 4th Sunday 2 p.m., Fischer's Hall, Newark av. & Erie st.
Adolph Schlegel, 308 Magnolia av. C

54—PORT JERVIS, N. Y., meet Tuesdays 7:30 p.m., Engineers' Hall, Ball st.
J. P. Walsh, 16 New st. C
C. Caskey, 14 Kingston ave. F & I

55—AMERICAN DESERT, OGDEN, UTAH, meet 1st & 3d Monday, 2 p.m., K. of P. Hall, 240 st.
E. A. Peck, 457-24th st. C
J. H. Wardleigh, 2318 Madison av. F
H. G. Doon, 1728 Washington av. C

56—KEOKUK, CENTERVILLE, IA., meet 2d & 4th Sunday, in I. O. O. F. Hall.
L. F. Breitenbacher, 1004 Drake av. C
Eugene S. Gilbert, 307 E. Terry st. F
Frank Kinckel, 802 So 16th st. I

57—PROVIDENCE, R. I., meet 1st & 3d Sunday, 2 p. m., K. of P. Hall, 27 Westminster st.
D. M. Weatherbe, Box 222, Valley Falls, R. I. C
Geo. E. Lapham, 290 Orms st. F & I

58—OTSEGO, ONEONTA, N. Y., meet 1st & 3d Sunday 2 p.m., Engineers' Hall 116 Main st.
A. E. Hotaling, 16 Whattin av. C
W. B. Anchenpauz, 24 West st. F
J. D. Primmer, 86 River st. I

59—GREENBUSH, N. Y., meet 1st Sunday 2 p.m., 3d Wednesday, 7:30 p.m., Bot L. F. Hall, Rensselaer, N. Y.
Chas. Crehan, 45 Broadway Rensselaer, N. Y. C
Wm. Hughes, Upper 3rd St., Rensselaer, N. Y. C
G. A. March, 838 Broadway, Rensselaer, N. Y. I

60—ROCK ISLAND, ILL., meet 1st & 3d Sunday, 2 p.m., Reynolds' Hall, Elm st. and 5th av.
W. Arnold, 2929 7th av. C
C. John H. Park, 1914 7th av. C
F. James Carl, 2329 5th av. I

61—BOSTON, MASS., meet 2d Sunday 10 a.m., 4th Wednesday 1 p.m., 164 Canal Street.
E. L. Abbott, 145 High st., Reading, Mass. C
G. R. Dority, 6 School, Charlest. n. F
W. A. Kempton, 3 Suddbury, Mass. I

62—GALESBURG, ILL., meet 1st & 3d Sunday 2:30 p.m., Trade and Labor Assembly, Main st. & Binn av.
H. Ream, 92 E. Main st. C
E. E. Brooks, 851 Union st. F
C. C. Boyer, 623 S Academy st. I

63—SPRINGFIELD, MASS., meet 1st & 3d Sunday 12:30 p.m., B. & A. R. R. Bld'g.
Geo. B. Rust, 275 Fulton st. C
J. W. Mead, 416 Main st., W. Springfield, Mass. F & I

64—WORCESTER, MASS., meet 1st & 3d Sun. 3 p.m., City Hall, 405 Main st.
Thos. J. O'Neil, 9 Columbia st. C
C. W. Davis, 12 Chase av., Webster, Mass. I
M. L. Hamilton, 327 Main st., Clinton, Mass. I

65—CHILICOTHE, O., meet 2 & 4 Sunday 12:00 p.m., Main and Mulberry sts.
A. P. Michaels, Scioto av. C
Geo. W. Weiers, 678 E. Main st. F
G. W. Cutter, 274 E. Main st. I

66—CREAM CITY, MILWAUKEE, WIS., meet 1st & 3d Sun., 2:30 p.m., Old Library Bldg. cor. Grand ave. & 4th sts.
Jas. Dwyer, A134 3rd st. C
J. Rhine, 715 Clybourn st. C
C. McCollum, 254 Washington st. F

67—CORONATION, SALT STE. LAKE, ONTARIO, meet 2d & 4th Sunday, at 1 p.m., Barnes Hall, Queen st., W. S. Quants.
N. Fulcher, Box 38 West P. O. F
F. James Lewis, Box 151. I

68—LONDON, ONT., meet 1st Sunday, 2 p.m., 3d Tuesday, 7:30 p.m., Cullis' Hall, Wellington st.
Geo. Phillips, 453 Kingston st. C
H. E. Crouch, 821 Dundas st. F & I

69—NORTHERN TIER, GRAND FORKS, N. DAK., meet 1st & 3d Sunday 2:30 p.m.
L. J. Kenney, 509 N. 7th st. C
O. L. Yowell, 218 N. 9th st. C
F. D. Mully, 219 N. 4th st., East Grand Forks, Minn. I

70—TORONTO, ONT., meet 2d & 4th Sunday 2:30 p.m., Occident Hall.
Geo. Mills, 88 Delaware av. C & I
James Pruit, 12 Huron st. F

71—PENNY TREATY, PHILADELPHIA, PA., meet 2d Sunday & 4 Sun. 1:30 p.m., Schuyler Hall, 6th & Diamond st.
C. A. Snyder, 7002 Hagerman st., Tacoma, Pa. C

72—SCIOTO VALLEY, COLUMBUS, O., meet 1st & 3d Sunday 2:30 p.m., I. O. O. F. Hall, 18th & Mt. Vernon av.
M. W. Leopold, 501 St. Clair av. C
J. J. Colburn, 259 N 21st st. F & I

73—MADISON, WIS., meet 1st & 3d Sunday 2 p.m., 111 Monona ave.
M. C. Twitchell. C
F. J. Culbertson, 17 S. Broom st. F
C. M. Warren, 6 Linn st., Janesville, Wis. I

74—HARRISBURG, PA., meet 1st Mon. after 1st Sun. 9:30 a.m. & 3d Sun., 2 p.m., New Hall, 3d & Broad sts.
O. P. Keller, 1735 N 6th st. C
M. G. Stoner, 618 Colder st. F
J. L. Kennedy, 508 Colder st. I

75—READING, PA., meet 1st Sunday 1 p.m. & 3d Sun. at 7:30 p.m., 729 Penn st.
John E. Amole, 536 Robinson st. C
G. W. Kintzell, 309 N 10th st. F & I

76—WINNIPEG, MANITOBA, meet 1st & 3d Friday 2 p.m., Foresters' Hall, cor. 2d & Market sts.
S. McIntosh, 619 Williams av. C
W. J. Edwards, 468 Flora av. F
Patrick O'Donnell, 833 Pacific av. I

77—NEW HAVEN, CONN., meet 2d & 4th Sunday, 10:30 a. m., I. O. O. F. Hall, Crown st.
Geo. B. Close, 270 Howard av. C
G. H. Witherell, 50 First st. F & I

78—LOUISVILLE, KY., meet Mondays 1:30 p.m., I. O. O. F. Temple, 6th and Walnut sts.
Joseph Arn, Victoria Hotel. C
Thos. D. McCauliffe, 419 M. st. F
H. A. Prout, 1118 5th av. I

79—GEO. G. BARRE, COLUMBUS, O., meet 2d & 4th Sunday 2 p.m., Hildreth Hall, cor. Hildreth ave. and 30th st.
Eugene Curriagan, 296 North 18th st. C
D. E. Hedrick, 1147 Medill st. F
N. T. Beynon, 238 North 22d st. I

80—BALDWIN, ABBOTSFORD, WIS., meet 1st & 3d Monday at 2:30 p.m., & 2d & 4th Monday at 7:30 p.m., in K. O. T. M. Hall.
C. F. Gillaspay, 219 5th av., S. E. C
Minnopolis, Minn. C
Eli Whitwam, L Box 17. F & I

81—KANSAS CITY, KAN., meet 1st & 3d Saturday, 7:30 p.m., Shankenberg's Hall, 269 Kansas av.
John W. Kee, 727 Kansas av. C
J. L. Simpson, 1322 Quindaro Bldg. F
J. N. Herron, 268 S Tremont st. I

82—SIOT X CITY, IA., meet 1st & 3d Sunday, 2 p. m., I. O. O. F. Hall 4th and Jackson sts.
M. J. Durling, 611 Court st. C
C. E. Cutting, 1290 Jennings. F & I

83—OZARK, NORTH SPRINGFIELD, MO., meet every Monday, 2 p.m., K. of P. Hall, E. Commercial st.
W. A. Noleman, 1838 Robinson ave. C
J. J. Murphy, 340 W. Center st. F
J. A. Dryden, 704 E Locust st. I

84—CHARLOTTE, GREENVILLE, S. C., meet every Sunday, 10 a.m., Carpenter Bros. Hall.
C. L. Canham, E Highland av. C
T. R. Smith, 130 Pine st. F
T. B. Chatham, 149 Forest st., Greenville, S. C. I

85—PALMETTO, COLUMBIA, S. C., meet every Sunday, 2:30 p.m., K. of P. Hall, R. McDougall, 1318 Lumber st.
O. H. E. Thompson, 1301 Richland st. F
J. G. Price, 1511 Taylor st. I

86—ARTHUR, MOREFELY, MO., meet 2d & 4th Sunday 2:30 p.m., Engineers' Hall, S. W. cor. 6th & Reed sts.
O. Chas. F. Jones, W. Reed st. C
C. H. Nelson, 215 E. Cones st. F
J. H. Robertson, 819 W. Reed st. I

87—TROY, N. Y., meet 1st & 3d Sunday, 1:30 p.m., I. O. F. Hall, River.
F. D. Van Deroyt, 405 9th st. C
H. M. Pierce, 70 Oakwood w. F & I

88—GEO. W. YROWAN, N. PLATTE, NEB., meet 1st & 3d Wednesday over First National Bank.
James H. Fonda, Box 504. C
John T. Stuart, Box 486. F & I

89—POINT ST. CHARLES, MONTREAL, P. Q., meet 1st & 3d Sunday, 2 p.m., Union Hall, 600 Wellington st.
Thos. Clark, 478 Magdalen st. C
Wm. Spence, 134 Leber st. F
H. Wheatley, 67 Favard st. I

90—POTTSVILLE, PA., meet 1st Sunday at 2:00 p.m., & 3rd Sunday at 9:30 a.m., Camp 36 P. O. S. of A. Hall.
W. J. Johnson, 207 So. 6th st. C
H. E. Slater, 2115 S 12th st. F

91—EAGLE EYE, SHAWINGTON JUNCT., P. Q., meet 1st and 3d Sunday.
I. Bellevue, Shawington Falls, P. Q. C
S. E. White, 55A Stadacona st., Hochelaga, P. Q. C
P. Tremblay. I

92—PEORIA, ILL., meet 2d Sunday 2:30 & 4th Sunday 7:30 p.m., Smith's Hall, 2301 S. Adams.
L. Schaumleffel, 817 Charlton st. C
E. E. Waldron, 615 Western av. F
Jno. Desmond, 411 Lower Jefferson. I

93—JACKSON, ILL., meet Tuesdays 7:30 Elks' Hall.
J. B. Good, 462 E. College st. C
Thomas Tate, 248 W. Chester st. F
D. R. Staley, 259 E. Main st. I

94—FAHRELE, MARQUETTE, MICH., meet 1st & 3d Sunday, 2:30 p.m., Fraternity Hall.
Alex. Ellstrom, 321 W. Bluff st. C
A. L. Rose, 114 W. Prospect st. F
Wm. Thomas, 567 Alger st. I

95—CINCINNATI, O., meet 1st Monday evening & 3d Sun'y afternoon, Odd Fellows' Build', cor. 4 & Home sts.
J. G. McCutcheon, 90 W. 8th st. C
O. Wm. Zimmerman, Box 81 Glendale, O. F & I

96—CHICAGO, ILL., meet 1st & 3d Sunday at 1:30 p.m. at N.W. Cor. Chicago and Hamlin ave.
C. D. Mahoney, 2188 W. Huron st. C
Gilb. J. McKinley, 226 West Chicago ave. F & I

97—SOUTH BALTIMORE, MD., meet every Sunday, 1:30 p.m., Friendship Hall, 125 E. Montgomery st.
H. B. Lockhart, 155 E. Randall. C
C. W. Mantz, 130 S. Gilmore st. F
J. H. Stephens, 610 W. Lee st. I

98—LINCOLN, NEB., meet 1st & 3d Sunday, 2 p.m., A. O. U. W. Hall, 1005 O st.
Chas. F. Patterson, 1117 U st. C
H. Wigenjost, Court House. F & I

99—WATER VALLEY, MISS., meet 2d & 4th Monday, 9 a. m., K. of P. Hall.
Chas. E. Dunn. C
H. V. Williams. F
H. R. Blackston. I

100—DANVILLE, ILL., meet 1st & 3d Sunday at 19 West North st.
H. B. Ellett, 504 Kimball st. C
D. E. Conley, 808 Vermillion st. F
Chas. Patterson, 804 B. artin st. I

101—GREENSBAR, HINTON, W. VA., meet 1 & 3 Mon 2 p.m., I. O. O. F. Hall.
W. H. Hardy, L Box 182. C
J. H. Wood. F
G. H. Phillips, Box 84. I

102—AUSTIN, MISS., meet 1st & 3d Sunday 10:30 a.m., B. L. E. Hall, E. Water street, near Depot.
Wm. Anderson, 102 S Franklin st. C
O. John T. Ryel, 415 E Mill st. F
H. Furtney, 904 Water st. I

103—ROCKY MOUNTAIN, LARAMIE, WYO., meet every Sat. 2 p.m., G. A. R. Hall, E. J. Johnson, 309 So. 6th st.
P. Mathison, 418 5th st. C
F. G. W. DeForest, 404 6th st. I

104—COLUMBIA, PA., meet 1st Sun. 1 p.m., 3d Sun. 12:30 p.m., cor. 3d & Locust
Wm. Armstrong, 448 Chestnut st. C
O. John M. Wein, 726 Chestnut st. F
Geo. W. Fager, 17 N 3d st. I

105—BELLFLOWS FALLS, VT., meet 2d Saturday, 7:30 p.m., & 3d Sunday, 4 p.m., G. A. R. Hall.
O. E. Isham, 116 Westminder st. C
C. B. Galleher, Box 26, Windsor, Vt. F & I

107—ST. JOSEPH, MO., meet 2d & 4th Sunday 2 p.m., Engineers' Hall, cor. 8th and Locust sts.
A. K. Pickle, 124 S. Missouri av. C
G. E. Robert, 307 So. 3rd st. F
H. E. Slater, 2115 S 12th st. I

108—ALLGHENY CITY, PA., meet 1st & 3d Sunday 10 a.m., Franklin Hall, cor. 1st and East sts.
Jas. C. Layton, 1405 Penna. av. C
M. S. Anderson, 919 Main st. F
Harry McKee, Blairsville, Pa. I

109—QUAKER CITY, PHILADELPHIA, PA., meet 1st & 3d Sunday, Schneider's Hall, 415 Lancaster av.
Geo. M. Kern, Edge Moor, Del. C
J. H. Vandegrift, 2345 E. Norris st. F
E. C. Johnson, 4322 Wyalusing av. I

110—PACIFIC, SACRAMENTO, CAL., meet 1st, 3d & 5th Thursday, at 12:00 p.m., 2d & 4th Thursday, at 7:30 p.m., Concord Hall, Foresters' Bldg., Ist. between 7th & 8th.
James S. Hanna, Box 110. C
W. J. Johnson, 291 19th st. F

111—ECLIPSE, BLUE ISLAND, ILL., meet 2d & 4th Mon. 8 p.m., Masonic Hall, F. E. Poole, 383 Western av. F. Egan, 622 Western av. F. Hayea, 89 Union st. F & I

112—DEERFIELD VALLEY, GREENFIELD, MASS., meet 2d & 4th Sunday, 3 p.m., Knights of Malta Hall, W. S. Hutchins, 21 Conway st. C Edwin Warren, L. 26 Riddell st. F & I

113—DES MOINES, IA., meet 1st & 3d Sun., 2:30 p.m., I.O.O.F. Hall Loc's st. Geo. E. Fitcham, 420 13th st. John O'Brien, 697 19th st. F. W. W. Hill, 1161 6th av. I

114—WATERLOO, IA., meet 2d & 4th Sundays, 2 p.m., B. of L. E. Hall, 1009 E 4th st. Wm. C. Biddolph, 122 Argyle st. C Frank C. Wright, 419 Oak ave. F H. E. Camp, 815 High st. I

115—CHEYENNE, WYO., meet 2d & 4th Tuesday, 8 p.m., A.O.U.W. Hall, J. E. Carroll. C Guy A. Rockfield, 622 W 21st st. F A. S. Artist, City Water Works. I

116—LAKE SUPERIOR, ESCANABA, MICH., meet 1st & 3d Sunday at 2 p.m., B. L. E. Hall, Henry Valentine, 610 So. Charlott st. C M. A. Haring, 516 S Sarah st. F Theo. Farrell, 411 Wells av. I

117—SARASOT, MASON CITY, IA., meet 2d & 4th Sunday, 2:30 p.m. Geo. B. Freeman, 324 W 9th st. C John O'Leary, 818 Rowllins st. F Peter Mottershead, 917 Cottage av. I

118—BROCKVILLE, ONT., meet every Thursday, 2 p.m., Merrill's Block, King st. John Ryan. C R. Warbur, Box 666. F J. W. Barnhart, Box 81. I

119—DUNQUE, IA., meet 1st & 3d Sunday, 2 p.m., Union Hall, 1965 Oudler av. A. Woodard, 1700 Jackson st. C Fred. Cawrey, 726 Garfield av. F J. C. Baynes, 1611 Bluff st. I

120—IWA, O., meet 1st & 3d Sun. & 2d & 4th Friday, 2 p.m., Red Men's Hall, cor Main and Spring sts. I Donaldson, 201 E. Elizabeth sts. C R. B. Hickok, 652 S West st. F & I

121—BRIGHTWOOD AT INDIANAPOLIS, IND., meet in Clark's Hall, cor. 25 & Station st., 2d Sunday 7 p.m., & 4th Sunday 2 p.m. J. H. Deer, 202 E. Tenth st. C M. Dean, 252 Brightwood av. F & I

122—GRATIOT, FORT HURON, MICH., meet 2d & 4th Sunday 1 p.m., Marine Engineers Hall, Water st. J. Cochran, 624 Erie st. C F. F. Minard, 1125 Howard st. F & I

123—IRON MOUNTAIN, DE SOFO, MO., meet 2d & 4th Tuesday 1:30 p.m., K. of E. Hall, 2d and Boyd sts. Wm. Wouder C W. J. Eddy, Box 113. F A. Atkins, Box 228. I

124—BYGONES, O., meet 1st Monday and 3d Sunday, at 1:30 p.m. E. F. Lamb, 461 Gallon av. C Wm. Lamb, 518 S. Walnut st. F J. McAleese, 508 Woodville st. E. Toledo. I

125—CLINTON, IA., meet 2d Monday & 4th Thursday, 2 p.m., Engineers Hall, 10th av. & 4th. James W. Bailey, 445 10th av. C John H. Oliver, 616 11th av. F L. Sisco, 448 10th av. I

126—TEHACHAPI, KERN, CAL., meet every Monday 1 p.m., A.O.U.W. Hall, David M. Poole, Box 36. C F. F. Shephardson, Box 36. F W. M. Cole, Box 62 Kern, Cal. I

127—OKAW, FLORA, ILL., meet 1st & 3d Monday 1 p.m., Odd Fellows Hall, Wm. Wolf, Box 34. C W. J. Miller, Box 100. F Jerry Pope, Box 354. I

128—RICHFORD, FAIRHAM, P. Q., meet 1st Sunday and 3d Monday 1:30 p.m., Masonic Hall. S. W. Starke. C G. A. McNeill. F S. E. Kennedy. I

130—KAW VALLEY, EMPORIA, KAN., meet 1st Monday, 3d Friday & 4th Sunday, 1 p.m., G. A. R. Hall, 621 Commercial st. T. D. Louis, 809 Rural st. C N. J. Jorgensen, 9 S. Rural st. F Daniel R. Jones, 507 Rural st. I

131—FRASER, SANBORN, I.A., meet alternate Sundays 3 p.m., I.O.F. Hall. J. N. Hanson. F & I 132—ST. THOMAS, ONT., meet every Monday, 2:30 p.m., Odd Fellows Hall, Meeks 1 Block. F Michael J. McAndrews, Box 698. C Ed Cowles, Box 1313. F T. Duffey. I

133—HAMILTON, ONT., meet 2 & 4 Sun. 2:30 p.m., A.O.F. Hall, James st. N. F. W. Baines, 288 Bay st. N. Hamilton. F James McCallach, 46 Com. I

134—ALB. G. ERQUI, WINSLOW, ARIZ., meet every Tuesday, B.L.E. Hall. C Young, Box 63. C Chas. McCauley, Box 63. F Chas. Daze, Box 19. I

135—HUDSON, JERSEY CITY, N. J., meet alternate Wednesdays, 10 a.m., over Fifth Ward Savings Bank, cor. Pavonia av. and Erie st. E. L. Herbiner, 42 Prospect, Nyack, N. Y. C G. H. Conklin, Box 71, Suffern, N.Y. F & I

136—SALT LAKE, EVANSTON, WY., meet every Tuesday, 7 p.m., I.O.O.F. Hall. Geo. M. Baker. C Ed. Knoder. F W. R. Gulpin. I

137—STARBUCK, SUSQUEHANNA, PA., meet alternate Thursdays, 7:30 p.m., Hall, Wm. McCannons, Box 170. C Sheldon Pierce, Box 192. F & I

138—SNOWDRIFT, CAMPBELLTON, N. B., meet 1st & 3d Sunday, 13:30 o'clock, Engineers' Hall over Sharp's Rest. John Morton. C John Gilker, Box 377. F Everett Lottorson. I

139—LOVE STAR, HOUSTON, TEX., meet every Monday 1:30 p.m., Woodmen's Hall, cor. Washington & Silver sts. C W. Jordan, 1911 Edwards st. C L. McAniff, 1817 Center st. F W. J. Wilson, 1615 Washington st. I

140—GULF CITY, MOBILE, ALA., meet 2d & 4th Sunday, 9:30 a.m., Temperance Hall J. H. Trachy, cor. Cedar & Charleston st. C A. E. Barham, 508 S. Conception st. I

141—SPOKY HILL, ELLIS, KAN., meet Wednesday, 7:30 p.m., I.O.O.F. Hall. Geo. Fritz. C Thos. McMahon, L. Box 55. F Thos. Chapman, Box 148. I

142—ST. FRANCIS, RICHMOND, P.Q., meet 2d & 4th Sunday, I.O.F. Hall. R. A. Leonard. C Geo. A. Pearson, Box 96. F & I

143—IRIANA, ILL., meet 1st & 3d Sunday, 10 a.m., K. of E. Hall. J. E. McClunglin, 60 W. Main st. C Orlando Landis, 404 W. Green st. F & I

144—BRAINER, STAPLES, MISS., meet 1st & 3d Monday, 2 p.m., Sovereign's Hall, 4th st. between 1st and 2d av. T. F. Willis, Box 96. C G. H. Wilson, Box 143. F R. Arundel. I

145—VANDERBILT, NEW YORK CITY, meet 1st & 4th Sun. 10 a.m., Loeffler's Hall, cor. 148th st. and Willis av. Thos. Brissett, 397 Willis av. N.Y.C. C E. J. Rauch, 248 W 124th st. F J. T. Wheeler, 500 125th st. I

146—OSKALOOSA, IA., meet 1st Monday 7:30 p.m., B.L.E. Hall. C E. C. Mason, 416 N. B st. C H. C. Boggie, 411 N. Market st. F & I

147—SPOKANE, SPOKANE, WASH., meet 1st & 3d Sunday, Oliver Hall. J. A. Miller, E. 420 Blaine av. C C. F. Hobart, E. 311 State av. F Jas. E. Campbell, E. 220 Augusta av. I

148—ST. PAUL, MINN., meet 1st & 3d Sunday, 2 p.m., Central Block, Hall No. 4, cor. 7th & 8th sts. A. B. Smith, 771 Jackson st. C John F. Maher, 177 Penn av. F & I

151—BURLINGTON, IA., meet 2d & 4th Sunday in Elks' Hall. C D. H. Hewett, 1107 S. 5th st. C F. L. Williams, 901 S. 6th st. F & I

152—ORWEGO CITY, N. Y., meet 1st & 3d Sunday, 2 p.m., B.L.E. Hall, N.Y., O. & W. Depot L. J. Boynton, 98 W. 7th st. C M. J. Cronan, 36 W. 8th st. F Victor Bellise, 60 E 8th st. I

153—GARRETT, IND., meet every Sunday, 9:30 a.m. F. M. Kircher. C W. H. Gillis, Box 56. F & I

154—JEFFERSON, HOWELL, INDI., meet 1 & 3 Monday, 7:30 p.m., Thompson's Hall, Henry A. Lanswell, 220 Arlington st. C C. Sutter, 25 Delmar av. F I. T. Carr, 207 Cumberland av. I

155—DECATUR, ILL., meet every Wednesday at 7:30 p.m., in B. of L. E. Hall, Masonic Temple, North Water st. D. R. Talbot, 930 E. North st. C S. G. Brecount, 150 Bradford st. F J. W. Knowlton, 1172 E. Marietta st. I

156—BIRMINGHAM, ALA., meet every Sunday, 1:30 p.m., B. of L. E. Hall, 1917 1/2 First av., Potter Bldg. Geo. L. Carlisle, 230 4 av. C Chas. Silliman, 1629 7th av. F & I

157—CENTRAL, JERSEY CITY, N. J., meet 1st Sun. 10 a.m., 3d Sat. 8 p.m., Masonic Hall, cor. Pacific av. & Maple st. W. A. Alpaugh, 267 Pacific av. C E. F. Jones, 17 Monitor st. F John T. Fox Jr., 1 Boltwood st. I

158—SPARKS, NEVADA, meet 1st & 3d Monday. E. Shepley, Sparks, Nev. C J. A. Ross, Sparks, Nev. F Geo. W. Davis. I

159—CEDAR RAPIDS, IA., meet 1st & 3d Sun. 2:30 p.m., Room 13 P.F. Bid. R. B. Trenor, 412 F. av. W. C. Frank A. Davis, 1814 A. av. E. D. H. DeGear, 415 3d av. W. I

160—CAPITOL, WASHINGTON, D. C., meet 1st & 3d Sunday, 2:30 p.m., Weller's Hall, cor. 8th & 1st S. E. John W. Kullman, 938 L. st. S. E. C. Wm. C. Jasper, 623 P. av. N. W. F Fred Bullman, 828 E. Hall, Lanes Block, Baltimore, Md. I

161—SAN FRANCISCO, CAL., meet every Thursday, 8 p.m., Champion Hall, 16th and Valencia sts. John E. McCreigh, 1905 Howard st. C E. A. Taylor, 3664 19th st. F F. M. Armstrong, 2109 1/2 Howard st. I

162—MONCTON, NEW BRUNSWICK, meet 1st Sat. 12:30, 3d Mon. 12:30 I.O.F. Hall, Frank H. Probert, Weldon st. C Fred H. Moore, Box 17. F S. W. Carson. I

163—JANUS EPISC, NEWPORT, VT., meet 2d Monday 7 p.m., & 4th Sunday, 2 p.m., B. L. E. Hall, Lanes Block, Main st. B. T. Webb, Box 475. C J. C. Oakley, Box 297. F E. W. Ruggles. I

164—BASSAQUIT, ATCHISON, KAN., meet 1st & 3d Monday 2:30 p.m., Masonic Hall, cor. 6th and Commercial sts. Fred Shippee, 1111 Santa Fe st. C S. S. Hamrick, 1618 Commercial st. F John Kennington, Box 238, Greenleaf, Kans. I

165—OROLA, LOUISVILLE, KY., meet 2d & 4th Thursday, 7:30 p.m., Shaffer's Hall, 27th st. bet. Portland av. & Montgomery st. Amos Phillips, 2919 Portland av. C M. J. Carroll, 112 25th st. F H. C. Daniel, 2502 Portland av. I

166—S.H. DOTTERER, CARBONDALE, PA., meet 1st & 3d Sunday, 3 p.m., I.O.F. Hall, 73 Church st. A. Copeland, 8 Copeland av. C M. Banks, 128 S. Terrace. F A. W. Bayler, 73 N. Main st. I

167—DEVEREUX, CLEVELAND, O., meet 2d Monday 7:30 p.m., & 4th Sunday, 8 a.m., Hann's Block, near Cor.

168—CAPITOL, OTTAWA, ONT., meet 1st & 3rd Sundays in Booth's Hall, cor. Somerset & Arthur sts.
H. Hyman, 215 Patterson av. C
Fred. Rowe, 150 Rochester st. F & I

169—STRAUSE, N. Y., meet every Tuesday, 8 p.m., B.L.E.Hall, Banion Bldg. Oswego and Seymour sts.
S. T. Vrooman, 610 S. Goddess st. C
W. Fogarty, 411 1/2 Ford st. F
Wm. Frazier, 115 Davis st. I

170—WELLSVILLE, O., meet 2d & 4th Sunday, 2 p.m., & 4th Thursday, 7:30 p.m., B.L.E. Hall.
Thomas Ryan, C
I. Cable, F
C. S. Allison, 1423 Center av. I

171—HOBOKEN, N. J., meet 1st Sun. 4:30 Wed. 11 a.m., Fish'r Hall 127 Hudson Irvin Dranes, 230 Pack av. C
C. A. Stevenson, 1114 Washington st. F
Jos. Nixon, 1 Hillary av., Morris-town, N. J. I

172—DORPLAN, SCHENECTADY, N. Y., meet 1st & 3d Sun, 3 p.m., I.O.O.F. Hall Chris. Whamler, 120 Park Place.
C. Henry A. Miller, 706 Union st. F
F. Dunning, 157 Barrett st. I

173—OIL CREEK, OIL CITY, PA., meet 1st & 3d Sundays, 2:30 p. m., over Oil City Nat'l Bank, c. Elm & Center sts.
Chas. S. Wheelock, 47 Grove av. C
Jas. Fox, 392 Bristol av. F
Wm. Agnes, 4 State st. I

174—HOPE, LINDSAY, ONT., meet alternate Sun. 2 p.m., Kent & Cambridge Bldg., Young, Box 235. C
T. Wilkinson, Box 295. F
J. McMahon, Box 216. I

175—OLESTANGY, COLUMBUS, O., meet 2 Tuesdays & 4 Wednesdays, 2 p.m., Lyndon Bldg., cor. High st. and 5th av.
Frank Bowen, 127 Goodale st., Columbus, O.
C. T. Cummins, 248 Poplar av. F
W. Quinlan, 145 W. 1st av. I

176—BARABOO, WIS., meet 1st & 3d Monday 7:30 p.m., B.L.E.Hall.
Enos Sherman, 110 1st st. C
Thos. Williams, 318 First av. F
J. K. Hawes, 309 Oak st. I

177—DENISON, TEX., meet every Saturday, 2:30 p. m., O. R. C. Hall.
C. C. Hotchkin, 124 Mason st. C
J. W. Corn, 129 E. Texas st. F
L. Metcalf, 610 W. Chestnut st. I

178—SEDALIA, EAST SEDALIA, MO., meet 2 Sunday, 2:30 p.m., 4 Friday, 8 p.m., Hoffman's Hall.
C. W. Goodwin, 302 W. 3d st., Sedalia, Mo. C
Wm. Rust, 414 S. Engineer st., Sedalia, Mo. F
Chas. Boyie, 1101 E. 10th st., Sedalia, Mo. I

179—PARSONS, KAN., meet 1 & 3 Wednesdays, 7:30 p. m., & 2 & 4 Sunday, 2:30 p. m., B. of L. E. Hall, 195 Johnson av.
W. S. McCaskill, 2310 Washington av. C
Curtis Parsons, 251 Crawford. F
J. B. Hotchkiss, 1223 Clark av. I

180—MINNEHAWA, MINNEAPOLIS, MINN., meet 1st & 3d Sunday, 7:30 Nicollet av.
C. E. Barton, 123 1/2 Mary Place. C
E. A. Rodgers, 3623 3d av., South. F
William Gembo, 21st & Kenwood. I

181—ELDON, IA., meet 1st & 3d Sunday at 2 p.m., I.O.O.F. Hall.
B. Fehr, C
C. W. Sheffer, F
E. H. Founey, Box 8. I

182—HENRY CLAY CALDWELL, LITTLE ROCK, ARK., meet every Thursday 3 p.m., B.L.E. Hall, Chester and West Georgia sts.
Geo. A. Eggleston, 1523 W. 3rd st. C
J. E. Mills, 912 North st. F
Byron Schmelzfenig, 1439 W 5th st. I

183—OMAHA, NEB., meet every Monday eve, A. O. U. W. Hall, 110-12 N. 10th st.
John Glynn, 2438 S. 26th st. C
C. B. Hodgson, 1424 Pierce st. F
T. C. Livingston, 1016 Howard st. I

184—STUART, IA., meet 1st & 3d Sun., 8 p.m., in England's Hall, Sanson st. James M. Johnston, Box 474. C
Geo. A. Laird, Box 372. F
Thomas Holmes, L. Box 21. I

185—GEO. J. MICHOIS, FOND DU LAC, WIS., meet 1st Sunday at 7 p.m., & 2d Sunday, 2 p.m., 493 Main st.
H. E. Carkins, 554 Wisconsin ave. N. C. C

186—DENVER, COLO., meet every Friday, 7:30 p.m., Masonic Temple.
Richard McBride, 2302 Humboldt st., C. C
A. H. Scott, 5246 Curtis st. F
J. Hockenberger, 2341 Lafayette st. I

187—PT. WORTH, TEX., meet Fridays, 8 p.m., B.L.E. Hall, 8 Run st.
G. W. Phillips, 601 Louisiana ave. C
R. Wiesen, 107 Benise st. F
D. Hartman, North Henderson st. I

188—AVON, STRATFORD, ONT., meet 1st & 3d Sunday, 2 p.m.
William O'Brien, Box 387. C
John Battley, Box 387. F
James I. Moore, Box 389. I

189—BELLVILLE, ONT., meet 1st & 3d Sunday, 2:30 p.m.
F. Taylor, Station P. O. Box 55. C
W. J. Logue, Sta. P. O. F & I

190—HUNTINGTON, W. VA., meet 1st & 4th Monday, & 2d Friday, 1 p.m., in Abbott Hall, 910 1/4 4th av. & 9th st.
W. A. Frutzel, 1025 8th av. C
A. F. Southworth, 1010 8th av. F & I

191—WACHUSETT, FITCHBURG, MASS., meet 2d & 4th Sun, 12 m., G.A.R. Hall
C. C. Woodworth, 198 Blossom st. C
E. J. Mulaney, 120 Myrtle av. F
J. W. Abbott, 104 Highland av. I

192—RIO GRANDE, EL PASO, TEX., meet 1st & 3d Sat. 2 p.m., I.O.O.F. Hall.
F. D. Hadlock, C
J. G. Patrick, Box 240. F
G. R. Lees, Box 240. I

193—CRENSHAW, B'DONOGHVILLE, IA., meet 1st & 3d Monday at 7:30 p. m., 2d Monday at 9:30 a. m., Gould Fire Co. Hall.
David Watkins, C
Edward Fields, F
W. J. Van Hees, I

194—REVIVAL, PALESTINE, TEX., meet every Friday, 10 a.m., Labor Hall.
Samuel Manley, C
M. M. Jones, 614 Oak st. F
L. T. Branham, Box 811. I

195—YELLOWSTONE, FORSYTH, MON., meet every Wednesday, 2 p.m.
E. F. Brown, Box 58. C
William Jones, Box 58. F
E. Denis, Box 58. I

196—MACROLIA, B'CONN, MISS., meet every Monday, 2 p.m., Engineer's Hall.
I. H. Martin, C
J. D. Garrell, Box 245. F & I

197—SUNSET, SAN ANTONIO, TEX., meet Wednesdays, 9:30 a.m., Murray Hall, cor. 10th & Austin st.
J. C. Harris, 525 Hays st. C
W. F. Griffin, 277 Mason st. F
F. Gorhan, 424 Burleson st. I

198—LOOKOUT, CHATTANOOGA, TENN., meet 1st & 3d Sunday, 2:30 p. m., 2d & 4th Sunday, 7 p.m., I.O.O.F. Hall, Market & Montgomery.
John Smith, Box 345. C
Jake Smith, 112 Read st. F & I

199—MARSHALL PASS, SALIDA, COLO., meet Mon. 2:30 p.m., K. of P. Hall.
George Fitzsimmons, C
Geo. E. Baldwin, F
Thos. Ryan, Box 864. I

200—SAVANNA, ILL., meet 2d & 4th Monday, 2 p.m., B.L.E.Hall.
C. W. Green, C
L. H. Trucedell, F
C. H. Webber, I

201—TYLER, TEX., meet every Wednesday, 4 p.m., Woodmen's Hall.
J. J. Bartholomew, 216 E Berta st. C
James Henderson, 520 E Com st. F
W. H. McCorkle, 1001 N. & B. st. I

202—FARGO, S. DAK., meet 1st & 3d Sunday, 2:30 p.m., I.O.F. Hall, Roberts st. and 2d av.
S. P. Olcese, 1012 4th av. N. C
G. W. Reed, 1821 1st av. S. F & I

203—PERRY, IA., meet 1st & 3d Wed., 2 p.m., A. O. U. W. Hall.
Henry F. Nichols, C
Otto J. Christensen, F
B. H. Moore, Box 354. I

204—PARSON, RIVIERE DU LOUP, P. Q., meet 1st & 3d Sunday, 1:30 & 2d & 4th Friday, 19:30, English school house.
Eugene Quillet, C
Joseph Scott, F & I

205—HARTFORD, CONN., meet 1st & 3d Sundays, 2 p.m., 75 Main st.

206—TEMPLE, TEX., meet every Wednesday, 2:30 p.m., I. O. O. F. Hall.
C. D. Johnson, 117 N. 1st st. C
M. E. Hamilton, L. Box 382. F & I

207—ATLANTA, GA., meet every Sunday, 2:30 p.m., Red Men's Hall, Marietta and Alexander sts.
C. A. Barrett, 553 Fulliam st. C
E. Adams, Box 255. F
J. H. Welch, 411 Luckie st. I

208—PITTSBURGH, SPRINGFIELD, OHIO, meet 2d & 4th Sunday, 2 p.m., U. V. U. Hall, 3 E. cor. Main & Frontain av.
C. W. Sharr, 47 Lincoln av. C
O. Oliver I. Trempe, 206 Linden av. F
F. J. Mills, 266 E. st. I

209—SIERRA BLANCA, CHAMA, N. MEX., meet Mondays, 7:30 p.m., K. P. Hall.
O. B. Dixstad, C
D. M. Wright, F & I

210—SIMPSON, MACON, GA., meet every Sunday, 10:30 a.m., O. E. C. Hall, Poplar st.
D. M. Moore, 124 Plant st. C
J. L. Fickling, 718 2d st. F & I

211—JUNCTION CITY, EAGLE GROVE, IA., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Broadway.
Geo. A. Tallman, Box 794. C
E. J. Jones, F
Geo. E. Howell, Box 902. I

212—STARK PLAINS, BIGSPRING, TEX., meet 2d & 4th Sunday, 3 p.m., K. of P. Hall.
L. A. Gentry Baird, Texas. C
T. Louis C. Soldan, F
L. T. Deats, I

213—MURON, S. DAK., meet 1st & 3d Sunday, 3 p.m., Masonic Hall, Dakota.
C. H. Hostenel, 406 Idaho st. C
L. L. Neibling, 367 Idaho st. F
J. F. Doherty, 1173d st. I

214—QUEEN CITY, CHARITK KAN., meet 1st & 3d Sunday at 1:30 p. m., in Mercantile Hall.
D. G. Parker, 401 N. Santa Fe av. C
Frank Juleon, 502 S. Highland av. F
E. W. Parks, 1204 S. Evergreen st. I

215—PHENIX, BOWLING GREEN, KY., meet Mondays, 9:30 a.m., Covington Building, Main and Center sts.
P. J. Burke, 420 Clay st. C
R. B. Salmons, 1628 Adam st. F
W. H. Hummel, W. Main st. I

216—MONTOR, FINE BLUFF, ARK., meet every Tuesday, 7:30 p. m., Bedman's Hall, 4th and Pine st.
J. O. Atkinson, 314 W. 4th av. C
D. L. Anderson, 624 Georgia st. F & I

217—CHAFFPLAIN, WHITEHALL, K. Y., meet alternate Sundays at 2:30 p.m., K. O. T. M. Hall.
D. F. Morrill, C
Thos. E. Layden, F
John Nichols, Box 366. I

218—FRIENDLY HAND, ASHLEY, IND., meet 2d & 4th Mon. 3 p.m., K.P.Hall.
R. J. Luxan, C
E. O. Hunt, F & I

219—GARFIELD, MARSHALL, TEX., meet alternate Thursdays, 4:30 p.m., K. of P. Hall.
C. B. Ketcham, 406 E. Houston av. C
O. P. Cumberley, 406 N. Bolivar st. F & I

220—ROODHOUSE, ILL., meet 1st & 3d Sunday, Odd Fellows Hall.
O. A. Hannaford, Box 847. C
A. M. Hannaford, Box 116. F
J. W. Casey, I

221—HUNTINGTON, IND., meet alternate Mon. 7:30 p.m., & Sunday, 2:30 p.m.
John Wonderly, 140 Guilford st. C
Wm. McClure, 80 S. Jefferson st. F & I

222—WASATCH, SALT LAKE CITY, UTAH meet 1st & 3d Mon. 7:30 p.m., Aurore-bauch Hall, bet 1st & 2d S on Main.
J. A. Yates, Box 160. C
J. T. Boloss, 172 W. 7th st. So. F & I

223—CENTRAL CITY, SELMA, ALA., meet every Tuesday evening, at 7:30 p. m., in E. R. Y. M.
J. J. Thomas, 29 Florence st. C
J. W. Green, Lamar st. F & I

224—AMERICANO, CITY OF MEX., meet 1st & 3d Sundays, 9 p.m., Avenida, Independencia No. 14, Casa Nueva.
H. D. Rogers, care Mexican National Ry. C

225-PADUCAH, KY. meet every Monday, 9 a. m., Campbell Building. James Loyd, 1315 Kentucky st. C
R. L. Eaker, 500 N 8th st. F & I
226-CARLISLE, FT. DODGE, IA., meet 1st & 3d Sundays. F. E. Owen, 948 S. 8th st. C
B. F. Fox, 511 S. 12th st. F
H. A. Dering, 3d and Haskell sts. I
227-WATERTOWN, N. V., meet 2d & 4th Sunday, 2 p. m., Knights of Columbus Hall, Bergway Block, Arcade st.
B. W. Reynolds, American Arcade. C
F. W. Smith, 19 Meadow st. F & I
228-SHOSHONE, POTCATELL, IDA., meet every Saturday, 2 p. m., in Masonic Temple.
J. W. Elso, 714 E. Center st. C
L. D. Brown, Box 28. F & I
229-QUEEN OF MIDLAND, MASON CITY, IA., meet 2d Sunday, at 10 a. m., and 4th Sunday at 2 p. m., Woodmen's Hall.
J. E. Craven, cor. Jackson & 9th sts.
H. E. Blowers, 323 W 10th st. C
M. J. Fitzpatrick, 312 West 9th st. I
230-STEPHENSON, MERIDIAN, MISS., meet 1st & 3d Sunday, 2:30 p. m., B. of L. E. Hall, 25th av. and 5th st.
J. Maher, 4018 5th st. C
W. D. Culbreth, 408 5th st. F
H. W. Schlager, 604 South st. I
231-JACK CHRISTIE, CHICAGO, ILL., meet 1st and 3d Sunday, at 7:30 p. m., H. & H. Hall, 151 East Randolph st.
Wm. H. Giff, 839 12th B'vd. C
C. Frank Warner, 651 Green st. F & I
232-NATIONAL PARK, LIVINGSTON, MO., meet every Monday, 2 p. m.
A. C. Wilcox, 106 N. G. C
T. B. Rapp, 52 E. Gallatin st. F
F. W. Clow, 208 E. Chinkook st. I
233-WILLIAM GALLOWAY, HAGERSTON, MD., meet 2d & 4th Sunday, 1 p. m., Masonic Temple.
J. A. McTaggart, 21 High st. C
W. N. Fleigh, 201 Elizabeth st. F & I
234-DESOTO, TOPEKA, KAN., meet 2d & 4th Sunday 2 p. m., K. of P. Hall, 6th and Quincy sts.
Amos Beeler, 823 Madison st. C
Chas. Jones, 517 Monroe st. F
H. G. Rust, 809 Monroe st. I
235-UNITY, UNION HILL, N. J., meet alternate Sundays, 8 p. m., Masonic Temple, cor. Fulton st. & Bergenline Union Hall.
G. B. S. Hitchcock, Fisher av., New Durham, N. J. C
C. Henry Grimm, 219 Second st., West-hawken P. O.
Wm. H. Umpleby, 529 4th st., West-hawken P. O.
236-COLUMBIA, THE DALLES, ORE., meet 2d & 4th Monday, 2 p. m., K. of P. Hall, Second st.
M. P. Wilkes, 317 W. 4th. C
A. E. Curtis, 173 Morris st. Sta. B., Portland, Ore. F & I
237-FORT SCOTT, KAN., meet every Monday at 2:30 p. m., W. O. W. Hall, So. Main st.
W. D. Daniels, 402 So. Crawford st. C
E. R. Hart, 512 Main st. F
C. D. Hanes, 117 N. Little st. I
238-TACOMA, WASH., meet 1st and 4th Sundays at 10:00 a. m., in I. O. O. F. Hall, cor. East 25th and C st.
Frank Thompson, 325 2 Thompson av.
E. A. Moore, 720 East C st. F
L. Champlin, 416 E 29th st. I
239-HOLSTON, KNOXVILLE, TENN., meet Mondays, 9 a. m., in French & Roberts Bldg., cor. Gay and Depot sts.
C. A. Trainum, 112 Stewart av.
C. J. D. Bishop, 600 Richard st. F & I
240-POINT EDWARD, ONT., meet 1st & 2d Tuesday & 2d & 4th Sundays, 2 p. m., Hall cor. Russell & Campbell sts.
John McNaughton, 355 Russell st. Sarnia, Ont.
W. Adams, 131 French st. Sarnia, Ont. P.
J. B. Wilson, Box 488 Sarnia, Ont. I
241-ALTOONA, WIS., meet 1st & 3d Sundays, 2:30 p. m.
J. H. Hall, L. Box 348. C
A. D. Brewer, L. Box 231. F
J. O. Enockson, L. Box 248. I
242-J. R. COLLINS, KNIS, TEX., meet

243-KANINISQUA, FORT WILLIAM, E. ONT., meet Foresters' Hall, Simpson st., 2d & 4th Tuesdays each month.
John Whitehurst, Box 157. C
E. G. Copping. F
G. T. Kelley, Lith st. I
244-CORNING, N. Y., meet 1st & 3d Sunday, 3 p. m., Odd Fellows Hall, East Market st.
J. J. Switzer, 31 E. Erie av. C
C. J. Doolittle, 193 East 1st st. F
Jesse Newell, 65 E 1st st. I
245-CHARLESTON, ILL., meet 2d & 4th Sunday, 2 p. m., B. L. E. Hall.
G. H. Danico, 226 3d st. C
D. A. Daugherty, 306 5th st. F
Fred Shales, 108 N. 8th st. I
246-FVANSVILLE, IND., meet 1st & 3d Friday, 7:30 p. m., over Evans Hall, 5th & Locust st.
Ed Farrow, 1001 Chestnut st. C
Robt. Skinner, 604 William st. F
M. Hoffman, 305 Olive st. I
247-HALIFAX, NOVA SCOTIA, meet 2d Saturday, and 4th Wednesday.
John Ross, 27 Russell st. C
James Clark, 18 Russell st. F & I
248-JOHN HILL, ELKHART, IND., meet Sun. 3 p. m., B. L. E. Hall, 614 S Main W. H. Chatterdon, 611 S 2d st. C
James H. Calkins, 119 Divis'n st. F & I
249-LEDYARD SOUTH KAUKAUNA, WIS., meet 1st & 3d Sunday, 2 p. m.
J. A. Strathern. C
E. S. Wandell, Box 29. F
E. B. McPherson, Box 194. I
250-STANBURY, PA., meet 2d & 4th Sunday, 1:30 p. m., Hans Bld. Market Sq.
Ruben T. Krohn, 143 Walnut st. C
C. O. Bowen, 353 So. 2nd st. F & I
251-RATON, NEW MEX., meet every Tuesday, 3 p. m., Mendelsohn Block, Co. at. C
R. B. Kelly, Box 582
E. W. Foster, Box 1092. F
Geo. A. Norman, Box 708. I
252-ARKANSAS VALLEY, NEWTON, KAN., meet 1st & 3d Monday, 1:30 p. m., K. of P. Hall.
Byron E. Dick. C
Linden C. Woodbury. F
J. R. Tronstair, 305 W 6th st. I
253-
254-OIL EXCHANGE, SALAMANCA, N. Y., meet 1st & 3d Sunday at 2 p. m., in Crandall Hall.
C. E. Putnam, Wildwood av. C
Elmer N. Godfrey, E. State st. F
D. D. Hall, 146 South av. Bradford, Pa. I
255-TISICAWAWAS, DENNISON, O., meet 2d & 4th Mon., 1:30 p. m., K. of G. E. East Street and 2d.
J. C. McGuire, Box 185. C
M. T. Brown, Box 671. F
M. Cahaney, Box 331. I
256-WARBLE, SAVANNAH, GA., meet every Sunday, 2:30 p. m., K. of P. Hall, Barnard and York sts.
J. W. Urquhart, 317 Bolton st., West Savannah, Ga. C
C. Barwood, 317 Huntington, E. F
A. H. Lodge, 402 E. Henry st. I
257-ONOKA, WATCH CHUNK, PA., meet 2d & 4th Sunday, 2 p. m., Hess Hall, East Watch Chunk, Pa.
John H. Warr, E. March Chunk. C
L. Lindemuth, F. March Chunk. F & I
258-RT. ROYAL, MONTREAL, CAN., meet every Sunday, 2:30 p. m., K. of P. Hall, 182 Waverly st., St. Louis de Mile End. C
J. G. A. Brasean, 62 Prefontaine st., Hochelaga, P. Q. F
J. Ruddle, 148 Joliette st., Hochelaga, P. Q. I
259-EASTON, PA., meet 2d & 4 Sunday, 1:30 p. m., 9th & Washington sts.
Edward B. West, 138 Iron st. S. Side C
Wm. Hoff, 12 Orchard st. S. Easton. F & I
260-ASHFARULA, O., meet 1st & 3d Sunday, Hickok's Block, Main st.
E. N. Brown, 17 Todd st. C
W. E. Boynton, 324 West st. F & I
261-HERINGTON, KAN., meet 1st & 3d Sunday, 1 p. m., Masonic Hall.
J. P. Scott. C
H. E. Skelton. F
W. A. Thompson. I
262-MISSOULA, MON., meet 2d & 4th Sunday, 2:30 p. m., Odd Fellows' Hall. C
J. Anderson, 135 A. St. F & I

263-WILKESBARRE, PA., meet 2 & 4th Sunday, 2:30 p. m., G. A. R. Hall, So. Main street.
W. H. McDonnell, 292 N Main st. C
Cyrus Dillman, 202 E Market st. F
Chas. McCrossen, 50 S Hancock. I
264-NEBA, SAN MARCIAL, N. M., meet every Tuesday, 7:30 a. m.
W. R. Fisher. C
O. Emory O. Comstock. F
Edward Manning. I
265-LEE DEE, FLORENCE, S. C., meet Sundays, 3 p. m., Masonic Hall.
J. L. Farmer. C
J. L. Wray, Box 106. F & I
266-GLAUSTONE, WICH., meet 1st & 3d Sunday afternoon, Mod. Wood. Hall Geo. N. Ward. C
H. O. Conkey. F
F. O. Roberts. I
267-SWANKANO, ASHEVILLE, N. C., meet 1st & 3d Wednesdays, 9 a. m., 2d & 4th. 8 p. m.
W. V. Low, 773 Haywood st. C
R. L. Francis, 162 Park av. F
H. H. Sullivan, 241 W. Haywood st. I
268-ELEKORS, NORFOLK, KER., meet 1st Wednesday & 3d Saturday.
Edw. Wood. C
W. E. Ross. F
Patrick Grotty. I
269-LONG ISLAND, LONG ISLAND CITY, N. Y., meet 1st Wednesday, 11 a. m., & 3d Saturday, 3 p. m., Masonic Hall, 3d st. and Vernon av.
Wm. A. Brown, L. Box 8. C
G. W. Rich, 1109 Manhattan av., Brooklyn, N. Y. F
Joseph Wohlfack, 80 Ray st. Jamaica, L. I., N. Y. I
270-NROESHA, KAN., meet every Friday, 7:30 p. m., Baldwin's Hall.
M. W. Lansdown. C
E. N. Walker. F
W. B. Dale. I
271-ALLINGHAM, COVINGTON, KY., meet 1st & 15th each month, 9:30 a. m., New Kentucky Post Bldg., 423 Madison av.
R. H. Chalkey, 1626 Holman ave. C
F. U. Robertson, 1652 Holman av. F
J. C. Green, 1707 Scott st. I
272-FAIRVIEW, ASHLEY, PA., meet 1st & 3d Sun., 1 p. m., Doney's Hall, Main Parkton, Albert, Lehigh Co.
Wm. E. Hubbard, 68 Ashley st. F & I
273-CORNFUTT, O., meet 1st Sunday at 2:30 p. m., & 3d Sunday, Harrington's Hall, State and Chestnut sts.
John J. Rossiter. C
W. J. Raynor, 517 Main st. F
E. D. Tate, 630 State st. I
274-SILVER HOB, S. BUTTE, MON., meet 1st & 3d Saturday, 7 p. m., Frost Hall, Thos. Males, Silver Bow, Mont.
C. Brebner, 1633 Iowa av. F & I
275-PENSACOLA, FLA., meet every Monday, 9 a. m., Odd Fellows Hall.
J. E. Watson, E. Le. C
J. L. Hall, 508 E. Jackson st. F & I
276-SAN SLOAN, SCRANTON, PA., meet 1st & 3d Sunday, 2:00 p. m., Gurnsey's Hall, 314 & 316 Washington st.
Joseph Hobbs, 1617 Penn av. C
R. W. Cox, Box 30. F
C. P. Ashelman, 1116 Rock st. I
277-WILLAMETTE, F. PORTLAND, ORE., meet 1st & 3d Tuesday, at 11 a. m., 162 2d st., cor. Morrison.
R. O. Morris, 24 E. 9th st., N. C
F. S. Gray, 200 E. 2d st., N. F
G. A. Fitch, 361 Yamhill st. I
278-SILVER CITY, ARGENTA, ARK., meet every Wednes. 8 p. m., Vogel's Hall, Ed. G. Sell, 923 Water st., Little Rock. C
E. H. Buck, 623 Pine st. F & I
279-PLERASANT VALLEY, DICKINSON, S. DAK., meet Saturdays, 7:30 p. m., B. L. E. Hall.
Jaa. McDonald, Dickinson, N. Dak. C
J. Crosthwaite, L. Box 264. F
F. McDonald, Mandan, N. Dak. I
280-BRADFORD, PA., meet 2d & 4th Wed. at 7 p. m., in New 1's Hall.
A. W. Fox, 60 William st. C
M. W. Nelson, 38 Miller st. F & I
281-VICKSBURG, MISS., meet 1st & 3d Sun., 7:30 p. m., over Vicksburg Bank.

282—F. RICHARDSON, ALBION, PA., meet 1st Wednesday & 3d Tuesday, 7:30 p. m., I. O. F. Hall.
 James Hogan C
 S. E. Miles F
 S. W. Brown, 707 Walker av., Butler Pa. I

283—LELAND STANFORD, WT. OAKLAND, CAL., meet Wednesday, 7:30 p. m., Fraternity Hall, 7th and Peraltas sts.
 A. D. Neff, 1517 West st., Oakland, Cal. O
 G. W. Randall, 2241 Rose st., Berkeley, Cal. I
 J. H. Taylor, 944 Chestnut st. Oakland, Cal. I

284—TIGART VALLEY, GRAPTON, W. VA., meet Tuesdays, 7:30 p. m., K. P. Hall.
 E. Brumbaugh, 221 Walnut st.
 Geo. A. Deek, 344 W. Washington st. F
 John Cummins, 2319 1/2 Main st., Wheeling, W. Va. I

285—MAMMOTH SPRINGS, THAYER, MO., meet every Mon. 2 p. m., I. O. F. Hall.
 L. J. Baker, Box 245 C
 J. H. Kellner F
 Robt. Collett I

286—GRAND RIVER VALLEY, GR. RAPIDS, WICH., meet 1st & 3d Sunday, 2 p. m.
 B. L. E. Hall, Walsh Bl'k. S. Division.
 O. O. Andrews, 259 7th av. C
 E. W. Richmond, 104 1st av. F & I

287—JERRY C. BURLEY, ALTOONA, PA., meet 1st, 3d & 4th Sunday, 2 p. m.
 P. Thian Hall, Steble Bl'k. 11th av. C
 Between 11th and 12th sts.
 W. W. Brantlinger, 1202 17th st. O
 E. Winebrenner, 1106 18th st. F
 W. B. Stahl, 504 1-2 11th st. I

288—GEN. WINSLOW, E. SYRACUSE, N.Y., meet 1st & 3d Monday, 7:30 p. m., Masonic Hall, Manlius st.
 S. L. Albro, 114 W. Yates st.
 Elmer S. Freeman, P. O. Box 195. F & I

289—VINCENTES, WASHINGTON, IND., meet 1st & 3d Sun. 2 p. m., Red Men's Hall.
 L. E. Marritt, 618 W. Main st.
 F. L. Nimmicht, 1405 McCormick av. F & I

290—NEWADL, W. SUPERIOR, WIS., meet 2d & 4th Sunday, 2 p. m., Odd Fellows Temple.
 C. J. Whensett, 2005 Banks av. O
 M. T. Osborn, room 83 Watkins Block. F
 A. T. Stewart, 1017 Egluht av. I

291—PETERSBURG, CREWE, VA., meet 1st & 3d Sun. 2:30 p. m., B. L. E. Hall.
 P. J. Cranks, Box 41 O
 C. Shanks, Box 2 F
 John A. Carlin I

292—UNITED, MIDDLETOWN, N. Y., meet 1st Sun. 10:30 a. m., & 3d Sun. 2 p. m., Times Building, Center & King sts.
 M. J. Quinn, 18 Albert st. O
 Thos. Farrell F
 Chas. Tierney, 30 Broad st. I

293—KEYSTONE, ALLEGHENY, PA., meet 2d Sunday, at 2:30 p. m., & 4th Monday, at 9:30 a. m., Penn av. and Bidwell st.
 F. Johnston, 108 Laurel av., Ben Avon, Pa. O
 E. E. Jordan, 1224 Franklin st. F
 J. W. Keys, 1108 9th av., Beaver Falls. I

294—FORT DRARRORR, CHICAGO, ILL., meet 2d Monday, 1 p. m., & 4th Sunday, at 8 p. m., cor. Western & Chicago av.
 John J. Dwyer, 65 California av. O
 Elbert Batterhall, 671 Park av. F
 A. Cauvins, 689 Park av. I

295—FAIRDALE, TORONTO JUNC., ONT., meet 1st Sunday, at 3d Monday, at 2:30 p. m., B. L. E. Hall.
 Thos. F. Charlton, 77 O'Hara av., Toronto, Canada. O
 S. G. Martin, High Park av. F
 J. Neilson, 188 Close av., Toronto, Ont. I

296—LORAIN, O., meet 2d & 4th Sunday 2 p. m., K. of P. Hall, Penfield av., opposite Brass Works.
 M. H. Carpenter, 137 Oakdale av. O
 G. W. Nicholson, 1724 Woodland av. F & I

297—GREEN BAY, WIS., meet 1st & 3d Sunday, 2:30 p. m., K. of P. Hall, Duchesne Bldg., Main st.
 I. Spitzer, 700 8. Broadway O
 J. C. Wigman, 301 S. Webster av. F
 F. H. Deguire, 800 Crook st. I

298—W. L. SCOTT, WRIE, PA., meet 2d Sunday, 1:30 p. m., 4th Sunday, 7:30 p. m., Engineers' Hall, 1220 State st.
 W. E. Raynor, 225 E 17th st. C

299—D. H. NICHOLS, CHARILLO, TRX., meet 1st & 3d Thursday, at 1:30 p. m. and 2d & 4th Sunday, at 8 p. m. in Union Hall.
 E. P. Cooley, L. Box 114 Roswell, New Mexico.
 M. D. Carlton, 900 N. Richardson av. O
 J. Howell, M. F
 Henry O. Lewis I

300—LAKE MICHIGAN, MICHIGAN CITY, IND., meet 1st & 3d Sunday, 2 p. m., I. O. F. Hall.
 E. E. Doherty, 122 E. 6th st. C
 W. E. Precious, 217 Pine st. F & I

301—CENTRAL, ROANOKE, VA., meet every Sunday, 2 p. m., Red Men's Hall, cor. Campbell av. & Henry st.
 R. B. Adams, cor. 18th st. & Rorer av. O
 J. M. Deerslinger, 820 Salem av. F & I

302—LAKE, CHICAGO, ILL., meet 2d & 4th Saturday evenings, Schell's Hall, Wentworth av. and 61st st.
 A. H. Marsch, 4255 State st. O
 Geo. Bodley, 323 W 53d st. F
 T. Lowe, 4487 Princeton av. I

303—INGRAM, CHADRON, NEB., meet 2d & 4th Sunday, 2 p. m., Masonic Hall, Main st.
 James F. Stanton O
 John Pritzsue, Box 518 F
 Wm. M. Cooley, L. Box 87 I

304—LESTER ADAMS, E. SAGINAW, MICH., meet 1 & 3 Sun, Lester Adams Hall.
 Peter Greiner, 604 N. Warren st. O
 L. B. Moore, 712 Meredith st. F
 Robt. Reid, 336 N Second st. I

305—W. J. HULL, HALLSTON, PA., meet 1st Saturday, 8 p. m., & 3d Sunday, 1:30 p. m., Clunes Hall, Main st.
 C. T. McCormack, Box 681 O
 S. H. Wells, Box 157 F
 James Snover I

306—CRESTLINE, O., meet 1st & 3d Monday, 1:30 p. m., Firemen's Hall, Jenner's Blk.
 O. N. Burget O
 S. E. Brand F & I

307—GABRIEL, SAN ANTONIO, TEX., meet every Friday, 2:30 p. m., Galliger's Hall, 1512 W Commerce st.
 E. E. Hammond, 1720 W Commerce st. O
 S. S. Crew, 1719 W Commerce st. F
 A. S. Brown, 1606 W Commerce st. I

308—NISSIPING, N. RAY, ONT., meet 1st & 3d Monday, 2 p. m., E. of L. E. Hall, Main st.
 John R. Ford O
 John Morris, Box 236 F
 James Fowler, P. O. Box 36 I

309—ORANGE BELT, JACKSONVILLE, FLA., meet 2d & 4th Sun. 2 p. m., Masonic Temple, Bridge and Forsyth sts.
 E. W. Rowland, Sanford, Fla. O
 J. F. Thompson, 455 Winter st. F & I

310—THOMAS J. TRICE, DERRY STA. PA., meet 1st & 3d Sun, 2 p. m., 2d Thursday, 7 p. m., Brown's Hall, Chestnut st.
 H. D. Brown O
 Wm. E. Wamsay F
 Daniel Brown I

311—GARDNER E. COLBY, HINGHAMTON, N.Y., meet 2d & 3d Sunday, I. O. O. F. Hall, 239 N. Shenango st.
 F. G. Towneend, 126 Robinson st. O
 J. Watson, 11 Doubleday st. F & I

312—OLD COLONY, BOSTON, MASS., meet 2d Sunday 10 a. m., & 4th Sun. 2 p. m., Lawrence Hall, 74 Washington st.
 C. Fletcher, 31 Paul Gore st. O
 C. P. Shafte, 8 Walpole, Mass. F
 Stephen Gotham, 689 Cambridge st., Fall River, Mass. I

313—SEGDWICK, MONTEVIDEO, MINN., meet 1st & 3d Sunday, 2:30 p. m., A. O. U. W. Hall.
 Jno. P. Jones O
 Fred Tydemann F & I

314—SEANIDE, ROCKY MOUNT, N.C., meet every Sun. 11 a. m., Masonic Temple, Louis W. Wicksmyth O
 W. H. Horne, Box 324 F
 T. H. Lancaster I

315—CLANTON, ILL., meet every Sunday, 2 p. m., in Engineer's Hall.
 J. B. Lawrence O
 F. E. Miller F
 R. H. Edmiston I

316—HAZLETON, PA., meet 2d & 4th Sun. 1 p. m., Union Hall, N. Wmoming st.
 Ed. L. Lindemath, 20 N. Cedar st. O
 Jas. Shoyne, Freeland, Pa. F
 Oscar Klockner, 120 N. Laurel st. I

318—FOREST CITY, CLEVELAND, O., meet 2d & 4th Sunday, 1:30 p. m., Merrill's Hall, 539 Pearl st.
 Wm. B. Prenter, 388 Dunham av. C
 O. F. Harris, 11 Eastman st. F
 A. Cummins, 23 Brook I

319—WANGOON, CHARLEA, ONT., meet 1st & 3d Monday, 2 p. m., I. O. F. Hall, over Public Library.
 Thos. Burr O
 James D. McAdam F
 J. A. Rathwell I

320—KAMLOOPS, VANCOUVER, B. C., meet 2d & 4th Tuesday of each month, 8 p. m., Sullivan Hall, Cordova.
 Robt. Mee, 618 Homer st. O
 N. J. Scott, 1066 Harwood st. F
 H. Maxwells, 1068 Davie st. I

321—WAX NATHAN, MANCHESTER, VA., meet 2d & 4th Monday, Toney's Hall, 11th & Hull st.
 J. T. Garrett, 1217 Deacur st. O
 T. N. Durvin, 2016 Fairmount av., Richmond, Va. F
 J. E. McAllister, 1106 Hull st. I

322—SASKATCHEWAN, MEDICINE HAT, N. W. TER., meet 1st Saturday and 3d Wednesday, 19:30, Colter's Hall.
 J. Gandy O
 J. H. Ferguson F
 E. M. Hardy I

323—STAR, AUGUSTA, GA., meet 2d & 4th Sunday, 2 p. m., Red Men's Hall, Liberty Building, Broad & Jackson.
 E. L. Palmer, 424 DeKalb st. O
 B. L. Clark, 706 Jackson st. F
 L. T. Moody, 1111 Roberts st. I

324—BEAR LAKE, MONTPELIER, IDAHO, meet 1st & 3d Sat. 7 p. m., B. L. E. Hall.
 Joseph Bagley O
 Wm. Hull F
 Frank Hutchins I

325—ANDREW CARNEGIE, WILKINSBURG, PA., meet alternate Sundays, 2 p. m., in Hall, cor. Penn and Wood sts., Wilkinsburg, Pa.
 E. I. Cunningham, 418 West st. sta. D.
 A. W. Routh, Wilmerding, Pa. F
 A. H. Butler, 625 Kirtland st., E. E. Pittsburg I

326—OUACHITO, MONROE, LA., meet 1st Sunday at 2:30 p. m. and 3d Sunday at 7:30 p. m., K. P. Hall.
 E. M. Sibley, Cor. 7th & Adams sts. O
 J. W. Kenned, Box 327 F
 J. W. Doyle, Box 417 I

327—BRIDGE AND TUNNEL, ST. LOUIS, MO., meet 1st & 3d Saturday, 7:30 p. m., Oriental Hall, Jefferson av. & Adams.
 Alf Long, 303 Thomas st. O
 H. A. Walter, 2301 Eugenia st. F & I

328—DEPKW, BUFFALO, N.Y., meet 1st & 3d Wednesday, 8 p. m., 13 1/2 Swan st.
 Wm. E. Foley, 267 7th st. O
 Wm. H. Walsh, 1016 Bailey av. F
 J. H. DeWolf, 214 N. Division st. I

329—FRIENDSHIP, YOUNGSTOWN, OHIO, meet 2d Monday & 4th Sunday, 8 p. m., B. of R. T. Hall.
 J. B. Donovan, 320 Belmont av. O
 J. E. Farrell, 200 Custer av. F & I

330—GREEN MOUNTAIN, ST. ALBANS, VT., meet 2d & 4th Sunday, 2:30 p. m., B. of L. E. Hall, 142 Main st.
 J. G. Hoyt, 9 Brainerd st. O
 J. E. Richardson, 10 Edward st. F
 Geo. E. Taylor, 11 Upper Weldon st. I

331—SEABOARD, PORTSMOUTH, VA., meet 1st & 3d Sunday, 2 p. m., in Knights of Columbus Hall, 302 & 304 High st.
 H. H. Boyd, 511 Washington st. O
 L. M. Lattimer, 425 Queen st. F & I

332—GABBETT, MONTGOMERY, ALA., meet 1st & 3d Sunday, 11 a. m., I. O. O. F. Hall, Court Square.
 A. B. Moore, 357 Martha st. O
 F. H. Murphy, 810 N. Hull st. F
 J. C. McLain, 626 Columbus st. I

333—

334—P. M. GRAY, COLUMBI'S, O., meet 2d & 4th Sunday, 2 p. m., Lyndon Blk High st. and 5th av.

323—TAMANTO, CONCORD, N.H., meet 1st Sunday, 4 p.m., & 3d Sunday, 1 p.m. B. L. E. Hall, 11 1/2 Bk. N. Main st. J. P. Callahan, 29 Perley st. O. E. M. Buckley, 43-1/2 South st. F & I

326—T. P. DUNAWAY, OSWATOMIE, KAN., meet 1st Sunday, 8 p.m., Fremont Hall. H. McFee, 8 p.m., Fremont Hall. C. A. Snyder, 8 p.m., Fremont Hall. F & I

327—GARRETT BOGART, JUNCTION, N.J., meet 2d & 4th Sun, 2 p.m., Wells Hall. C. F. Adams, 628 North Linn st. O & I R. W. Taylor, Box 644. F & I

328—MACKINAW, WEST HAY CITY, MICH., meet 2d & 4th Sun, 2 p.m., K. P. Hall. Robt. B. Ketchum, 610 N. Fremont st. C. Thos. J. Doyle, 628 North Linn st. F & I H. Hatchard, Catherine st. F & I

329—OAK CITY, RALEIGH, N.C., meet 1st & 3d Saturday at 8:00 p.m. W. A. Faison, 319 W. 1st st. F & I E. A. Muse, 216 N. Salisbury st. F & I H. J. Heilitz, 216 N. Salisbury st. F & I

330—JEVINGS, CHARLESTON, S.C., meet 2d & 4th Sunday, 8 p.m., Irish Volunteers' Hall, King st. H. G. Semseny, 129 Spring st. C. C. H. Bara, 81 Spring st. F & I

331—MISSING LINK, WOODSTOCK, N.H., meet 1st & 3d Sunday, at 2 p.m., in K. of P. Hall, King st. Harrie E. Currie, Box 50. C. W. G. McGibbon, 50 W. 1st st. F & I A. W. H. Sanders, 50 W. 1st st. F & I

332—DIAMOND STATE, WILMINGTON, DEL., meet 2d & 4th Sunday, Red Men's Hall, 515 Shipley. N. L. Henderson, 101 W. Trenton Pl. C. John F. O'Neill, 1239 W. 7th st. F & I R. W. Harrison, 615 Van Buren st. F & I

333—HUNTINGBURY, PRINCETON, IND., meet 1st & 3d Sunday, 2 p.m., Union Hall, South Seminary st. James Buchanan, Box Gibson st. C. Wm. V. Miller, 1101 B. Seminary st. F & I F. E. Meixner, 80, Seminary st. F & I

334—WELLINGTON, KAN., meet every Thursday, 1 p.m., B. of L. E. Hall. Henry Hansen, 617 E. Lincoln ave. C. S. H. Barner, Box 369. F & I John G. Beard, 369 W. 1st st. F & I

335—OLEAN, N. Y., meet 1st Sunday at 2 p.m., & 3d Sunday at 7:30 p.m., Miller's Hall, State st. E. A. Gould, 1048 Genesee st., Rochester, N. Y. J. O. Hamilton, 307 N. Union st. F & I Wm. Gannon, 215 Winters av. F & I

336—HORTON, KAN., meet 2d & 4th Saturday, at 7:30 p.m., A. O. U. W. Hall. Loe Parrish, 110 W. 1st st. F & I C. Daniel Hill, L. Box 14. F & I O. B. Killmer, Box 606. F & I

337—OTTEN CREEK, RUTLAND, VT., meet 1st & 3d Sun, W. R. O. Hall, Merch' l'low J. P. Sullivan, 312 West st. C. G. F. Dennis, 21 Pine st. F & I C. S. Wardwell, 110 Wales st. F & I

338—NEW LONDON, CONN., meet 1st & 3d Sunday, 10:30 a.m., Williams Block, 104 State st. Wm. W. Prince, 700 Main st. C. O. T. Decker, 269 Hempstead st. F & I C. J. Keach, 17 Canal st. Bratt'l'boro, Vt. I

339—ZENITH, ST. PAUL, MINN., meet 1st & 3d Sunday, 2:30 p.m., L. O. O. F. Hall, Reaney and 7th sts. H. A. Young, 611 Lawson st. F & I W. O. Heller, 491 Collins st. F & I

340—WILLIAM L. POX, FOXHURG, PA., meet 2d & 4th Sunday, 6 p.m., Odd Fellows Hall. Wm. Rees, 216 W. 1st st. F & I M. E. McAvoy, 216 W. 1st st. F & I J. M. T. Connor, 609 Fairview ave., Butler, Pa. F & I

341—FLICKWIL, SHEKANDOAN, VA., meet 2d Sunday, 1:30 p.m., and 3d & 4th Sunday, Odd Fellows' Hall. J. B. Shultz, 101 W. 1st st. F & I E. Dorrnugh, Box 96. F & I John M. Buchanan, 689 W. Washington st., Hagerstown, Md. F & I

342—UNITED LINK, MARTINSBURG, VA., meet Mondays, 2 p.m., K. P. Hall over People's National Bank. F. L. Brown, 120 E. Rose st. F & I J. A. Bowers, 509 N. Queen st. F & I

343—GEO. W. CHILDS, W. PHILADELPHIA, PA., meet every Thursday, 7:30 p.m., Landes Hall, N. W. Cor. 65d & Woodland ave. John L. Jett, 1510 S. 50th st. C

344—KANKAKEE, ILL., meet 1st & 3d Monday, 2 p.m., Arcade Hall. Ohas. E. Miller, 227 Station st. Bruce Walker, 350 Dearborn av. F & I P. J. Harrington, 364 Schuyler av. I

345—ALBERTA CALGARY, A. W. TERR., meet 1st Sunday, 8 p.m., W. J. Coleman, Box 132. F & I Alex Matheson, 132 W. 1st st. F & I

346—BRECKENRIDGE, MINN., meet 2d Sunday, 7:30 p.m., & 4th Sunday, 2 p.m., in K. P. Hall. F. A. Woodford, L. B. 381, Breckenridge, Minn. John J. McCabe, L. Box 305. F & I

347—S. MINNEAPOLIS, MINN., meet 1st & 3d Sunday, 2 p.m., A. O. U. W. Hall, Bloomington, and Franklin av. Frank M. Dunn, 1515 15th av. S. C. John D. Weaver, 1605 E. 27th st. F & I Geo. W. Vore, 1822 E. 15th st. F & I

348—GEE CITY, DAYTON, O., meet 2d & 4th Sunday 2 p.m., B. L. E. Hall, Jefferson st. F. A. Arnold, 81 Ringgold st. C. F. E. Pease, 30 Maple st. F & I P. D. Fairman, 2623 E. 3d st. F & I

349—SCHRAAG, NEVADA, MO., meet 2d & 4th Saturday, Eagle Hall, Robinson Bldg., cor. Cedar & Walnut sts. W. F. Rooney, 237 N. Elm st. C. F. R. Farley, 628 E. Vernon st. F & I A. H. Page, 220 S. Oak st. F & I

350—WATSON, MASSILLON, O., meet 1st & 3d Mon. at 7 p.m., and 2d & 4th Sunday 1:30 p.m., 3d Floor Awticurus Bldg., 7 W. Main st. Geo. J. Brown, 130 E. Fremont st. C. M. H. Laylin, 600 S. Erie st. F & I W. C. Jones, 3214 Caledonia av., Toledo, O. F & I

351—NEW ALBANY, IND., meet 2d & 4th Sun. B. L. E. Hall, State & E. Market. John W. Vaughan, 1515 E. Oak st. C. J. F. Kurfess, 1215 E. Elm st. F & I

352—GRAND RONDE, LA GRANDE, ORE., meet 1st, 2d, 3d Tuesday & 1st Sun. 2 p.m., K. P. Hall. G. H. Curtis, Box 242. Henry Henson, Box 356. F & I O. W. Moon, Box 538. F & I

353—HANGING ROCK, SOMERSET, KY., meet every Tuesday, 2 p.m., Johnson's Hall. J. L. McEwen, 110 W. 1st st. F & I G. H. Dikeman, 110 W. 1st st. F & I

354—WICHITA, KAN., meet every Monday at 7:30 p.m. over 314 North Main st. C. M. Ayler, 416 West 3d st. F & I Wm. Ledgerwood, 807 N. Waco av. F & I J. W. Page, Box 518, Eldorado, Kan. F & I

355—ADAIR, LOUISVILLE, KY., meet 2d & 4th Sunday, 9:30 a.m., Schweizer Hall, Jefferson st., between Shelby & Clay sts. G. Heffner, Bellaire av. Sta. A. G. L. Scott, 1616 Pope st. F & I J. P. McKenna, 941 Washington. F & I

356—SAN JACINTO, HOUSTON, TEX., meet Tuesdays 9:30 a.m., K. P. Hall, 5th Ward. B. French, 1611 Hardy st. C. D. M. Moody, 219 Terry st. F & I A. DeHammock, 1171 Brooks av. F & I

357—W. P. HALLSTEAD, SYDNEY, N.Y., meet 1st & 3d Sunday, 10:30 a.m., B. L. E. Hall, over D. L. & W. Dep't. J. H. Chamberlin, 1212 W. Onondaga. F & I H. J. Co Kendall, 106 Merriman av. F & I Edw. Dodd, 307 Midland av. F & I

358—GATE CITY, ATLANTA, GA., meet every Sunday, 2 p.m., Kizer Law Building, Pryor and F Hunter st. T. C. Waters, R. F. D. No. 3 Atlanta, Ga. W. S. Simmons, 628 Simpson st. F & I R. B. Deavours, 271 Cooper st. F & I

359—ORIENTAL, ST. PAUL, MINN., meet 2d & 4th Sunday, 7:30 p.m., L. O. O. F. Hall, Payne av. John Collins, 688 Otsego st. C. Thos. Robinson, 416 Mt. Ida st. F & I E. B. Roe, 761 Edgerton st. F & I

360—S. S. BROWN, PITTSBURG, PA., meet 2d Sun., 2:30 p.m., & 4th Tuesday 7:30 p.m., Hazelwood, Lanting & Linet Co's Hall, near Hazelwood & 7th av. Wm. R. Lowe, 5107 Blair st. F & I J. F. Willis, 5021 Lafayette st. F & I

361—MOUNTAIN, EAST LAR VERGAS, N.M., meet every Tuesday, 10 a.m., Jr. O. W. A. M. Hall.

362—HELLEN, FOND DU LAC, WIS., meet 1st & 3d Thursday 7:30 p.m., Forester's Hall, 63 S. Main st. H. E. Hoffman, 635 Wisconsin av. N. O. J. F. Freenor, 62 W. Division st. F & I

363—W. A. ROEBLING, TRENTON, N. J., meet 2d & 4th Sunday, 8 a.m. Hall, 189 So. Broad st. Chas. Cope, Bolvidere, N. J. C. W. C. Massey, 157 Passaic st. F & I W. H. Miller, 100 Clinton av. F & I

364—EASTERN SMOKE, DELMAR, DEL., meet 1st Sunday, 1:30 & 3d Saturday, 7 p.m., Elliott's Hall. Geo. M. Barr, 101 W. 1st st. F & I D. J. Parker, 101 W. 1st st. F & I

365—OLD DOMINION, SPENCER, A. C., meet every Monday, at 10:30 a.m. J. L. Allen, 531 Worsham st., Danville, Va. W. D. Pethel, Wachovia Bldg. F & I

366—LEHIGH, LEHIGHTON, PA., meet 1st & 3d Sunday, 2 p.m., Robt's Hall. Amandus Rehrig, Box 716. C. Benj. Bartolet, Box 181. F & I D. W. Newhart, Box 842. F & I

367—ST. LAWRENCE, OGDENSBURG, N. Y., meet 2d & 4th Sunday, 2:30 p.m., B. L. E. Hall, 257 Ford st. P. J. Murray, Ford st. C. B. C. Mitchell, 96 Greene st. F & I

368—SETTLETON, SPRINGFIELD, MO., meet 1st & 3d Tuesday, 2 p.m., Odd Fellows Hall, Boonville st. H. S. Colvin, 152 Lincoln st. C. O. D. Morris, 130 Iowa st. F & I

369—ASHLAND, WIS., meet 2d & 4th Sun. 2 p.m., Fifeild Bldg., Vaughn and 2d. H. O. Perkins, 1001 Ellis av. C. John Meeks, 911 Prentice av. F & I R. S. Cochran, 200 7th st. E. F & I

370—SAYRE, P. O. S., meet 2d & 4th Sunday 1:30 p.m., P. O. S. of A. Hall, Elmer Block. Chas. Palmer, 316 Deamond st. C. Miles A. Ellis, 301 S. Wilber av. F & I Alex. Thompson, 122 N. Elmer st. F & I

371—RIDEAU, SMITH FALLS, ONT., meet 1st & 3d Tues. 1:30 p.m., B. of R. T. Hall. Wm. Roblin, 122 W. 1st st. F & I James Currie, 122 W. 1st st. F & I Alphonse Tauquary, 122 W. 1st st. F & I

372—ELECTRIC CITY, BUFFALO, N. Y., meet 2d & 4th Tuesday, 8 p.m., F. Wagner's Hall, Eagle & Jefferson. W. J. Miner, 534 Eagle st. C. W. F. Hessler, 155 Park Vine av. F & I

373—NEEDLES, CALIF., meet every Monday, 2 p.m. Thos. E. Gallagher, 416 W. Blipham, Box 69. F & I

374—VAN WERT, O., meet 1st & 3d Sunday, Union Hall, Wash'g't'n & Water W. R. Campbell, 122 N. Shannon st. C. W. A. Scott, 408 N. Jefferson st. F & I Wm. E. Marsh, 502 George st. F & I

375—MIDLAND, COLORADO CITY, COLO., meet every Mon. 7:30 p.m., I. O. F. Hall J. V. Smith, 1727 Colorado av. C. Rob. C. Brockie, Box 202. F & I D. J. Swisher, 1727 Colorado av. F & I

376—TONBEGGIE, BIRMINGHAM, ALA., meet every Sunday at 10 a.m., Red Men's Hall, 1917 1/2 1st av. J. M. Ayers, 2129 11th av. C. O. D. H. Badgley, 1615 Mable ave. F & I

377—W. JERSEY, CAMDEN, N.J., meet 2d & 4th Sunday, 10 a.m., Morgan's Hall 4th and Market sts. R. S. Doughty, Glassboro, N. J. O. Riley Van, 621 N. 3d st. F & I John A. Cushman, 412 So. 6th st. F & I

378—LALLI SIEFF, QUEBEC, P. Q., meet 1st & 3d Sunday, 1:30 St. Joseph st., St. Rochs. Wm. LeBlanc, 185 Crown st. C. A. Beaudry, 165 Chapeau st. F & I

379—L. S. COOK, FLEMONT, N.E., meet 2d & 4th Sunday, 2 p.m., Central Block, cor. 6th and F sts. Geo. Johnson, 151 Peblee st. C. Wm. N. Fischer, 439 Platte av. F & I E. C. Conner, 1017 E. 5th st. F & I

380—CITY OF WINDSOR, WINDSOR, ONT., meet alternate Tuesdays, Laing's Hall, Ouellet av. C. Knight, Box 272. C. D. Lanspary, Box 362. F & I W. G. Fulding, Sandwich st. F & I

381—SANTA FE, FT. MADISON, IA., meet 1st & 3d Sun. 2:30 p.m., Hoady's Hall, Jas. Carroll, 2412 Des Moines st. C

B. OF L. E. DIRECTORY.

GRAND OFFICERS.
 37 Society for Savings.
W. S. STONE, G. C. E., Cleveland.
M. W. CADLE, Ass. G. C. E., "
E. W. HURLEY, Ass. G. C. E., "
H. E. WILLS, Ass. G. C. E., "
C. W. B. PRENTER, F. G. E., "
C. H. SALMONS, S. G. E., "
D. EVERETT, T. G. E., "
R. W. BOTTRELL, F. G. A. E.,
 Ottawa, Ont.
J. C. CURRIE, S. G. A. E.,
 Jersey City, N. J.
T. H. HINER, T. G. A. E.,
 Memphis, Tenn.
F. H. TUCKER, Grand Guide,
 Brooklyn, N. Y.
G. R. DORRITY, Grand Chaplain,
 Charlestown, Mass.

INSURANCE DEPARTMENT.
W. E. FUTCH, Pres., Cleveland.
M. H. SHAY, Sec. & Treas., "

SUBORDINATE DIVISIONS

A single letter is used to indicate office: C, for C. E.; F, F. A. E.; I, Ins.

1—**DETROIT, MICH.,** meet 1 & 3 Sunday, 2 p.m., Elks' Temple, Monroe av. Clarence D. Brown, 845 Champlain st. C
 A. B. Wallinger, 481 Dragoon av. F
 J. James S. Martin, 327 23d st. I
 2—**JACKSON, MICH.,** meet alternate Sundays, 2 p.m., B. of L. E. Hall, John Webb Bldg., Mechanic st. C
 Wm. Payne, 139 Maple av. C
 Duncan MacFarland, 1105 Francis st. F
 Wm. Apted, 306 N East av. I
 3—**COLLINGSWOOD, O.,** meet alternate Tuesdays, K. of P. Hall, Gunn Bldg., Collamer st. C
 J. H. DeRoss, 83 C
 E. B. Hall, Box 89 F
 C. R. Bosworth, F
 4—**CORN CITY, TOLEDO, O.,** meet 1 & 3 Sunday at 2 p.m., Crowe's Bldg., Broadway and Secur. C
 W. T. Colter, 123 Gibbons st. C
 J. H. Mack, 715 Miami, E Toledo, F & I
 5—**ORANGE GROVE, LOS ANGELES, CAL.,** meet the first 4 Tuesdays of each month, B. L. E. Hall. C
 J. M. Patten, 1814 So. Grand av. C
 O. J. Norton, 1015 Hawley st. F & I
 6—**MONTANA, BOONE, IA.,** meet 2d & 4th Monday, 8 p.m., B. L. E. Hall, 8th st. C
 B. Valentine, 416 Boone st. I
 C. E. Sargent, 1233 7th st. I
 H. S. Barron, 1113 Carroll st. I
 7—**LAFAYETTE, IND.,** meet every Sunday, 2:30 p.m., B. L. E. Hall, Fourth and Ferry. C
 Chas. F. Bane, 813 N 6th st. C
 Jno. W. Gorman, 202 N 15th st. F & I
 8—**MEXICO, SLATER, MO.,** meet every Tuesday, 1:30 p.m., Masonic Hall. C
 G. M. Blackburn, F
 C. L. D. Montgomery, F
 J. P. Tighe, Box 414. I
 9—**WASCA, MINN.,** meet 2d Sun, 2:30 p.m., & 4th Sun, 7:30 p.m., K. of P. Hall, Geo. Clement, Box 135, Winona, Minn. C
 Jas. DeBarr, Box 262, Plainville, Minn. F
 C. F. Densel, 326 W. King st., Winona, Minn. I
 10—**CHICAGO, ILL.,** meet 2d & 4th Sunday, 10:30 a.m., 942 Cottage Grove av., Burnside Crossing. C
 O. Trigliaff, 947 Langley av. C
 C. L. D. Murphy, 887 Burnside av. F
 E. A. Wright, 107 89th Place, Dauphin Park. I
 11—**INDIANAPOLIS, IND.,** meet 1st & 3d Sunday 2 p.m., Wallace Block, Mass. av. and New York st. C
 J. W. Spencer, 225 Walcott st. C
 Wm. M. Blythe, 519 N Pine. F
 W. Revel, 39 So. Arsenal st. I
 12—**FORT WAYNE, IND.,** meet every 1 & 3 Sun, 2 p.m., B. L. E. Hall, 1020 Calhoun M. G. Flagle, 212 3d st. C
 M. Teagarden, 405 W. Superior. F & I
 13—**NORTH LA CROSSE, WIS.,** meet 1st Tuesday and 3rd Sunday 2 p.m., Amersd's Hall, 1238 Caledonia st. C
 E. H. Colton, 723 Avo. st. C
 G. R. Smith, 1513 Avo. st. C
 F. Henry Nein, 911 Rose st. I
 14—**TIOGA, N. Y.,** meet 1 & 3 Sun, 2 p.m., Royal Arcanum Temple, Devereux st. James Jacobs, 129 Elizabeth st. C

15—**BUFFALO, N. Y.,** meet every Monday evening, Bick's Hall, Clinton and Hickory sts. C
 Geo. Howell, 356 N Division st. C
 Thos. Williamson, 9 St Johns Place F & I
 16—**GALION, O.,** meet 1st Monday & 3d Tuesday, 7:30 p.m., I. O. O. F. Hall, E. Main st. C
 Edw. Kavanagh, 320 Payne av. C
 J. J. Daze, 411 S Union st. F & I
 17—**STANBERRY, MO.,** meet 2d & 4th Tuesday, K. of P. Hall, 1st st. C
 S. J. Freeman, Box 484. C
 W. R. Rogerson, Box 315. F
 J. C. Millroy, Box 485. I
 18—**ROCHESTER, N. Y.,** meet every Saturday evening, in Wehle Hall, Webster and Grand av. C
 John K. Harris, 132 E. Main st. C
 H. P. Warner, 151 Grand av. F
 W. B. Nicol, No. 5 Girton Place. I
 19—**BLOOMINGTON, ILL.,** meet every Sunday, 2:30 p.m., 910 W Chestnut. C
 M. H. Butler, 816 N W st. C
 J. H. McElroy, 93 W Chestnut st. F
 W. H. Peer, 504 E Graham st. I
 20—**LOGAN, LOGANSPORT, IND.,** meet 1st & 3d Sunday, 2 p.m., Ben Hur Hall, N. E. 4th & Broadway. C
 James L. Powlen, 124 George st. C
 Chas. O. Bower, 20.0 George st. F
 B. V. Pitman, 1822 High st. I
 21—**MEMPHIS, TENN.,** meets every Monday, 9:30 a.m., at 39 Peyton av. Thos. Spalding, 538 Alabama st. C
 P. J. Spillane, 475 Mosby st. F & I
 22—**CADENA, N. J.,** meet 1st & 3d Sunday, 1:30 p.m., Hall 4th & Market. C
 W. H. Way, 657 Washington st. C
 C. Jesse T. Robbins, 39 North 4th st. F
 T. H. Joiner, 882 Haddon av. I
 23—**W. W. RENSLOW, MEMPHIS, TENN.,** meet 1st & 2d Sunday, 2 p.m., 3rd & 4th Friday at 10 a.m., Dominico Hall, Pennsylvania and Iowa avcs. C
 Geo. L. Barnitt, 104 Patton av. C
 E. T. Date, 953 Bayburn av. C
 O. W. Finnesen, 497 Lockwood Pl. I
 24—**CENTRALIA, ILL.,** meet every Sunday, 2 p.m., Hofheinz Block W Broadway. C
 Edward Bales, 206 N Hickory st. C
 E. D. Deaver, 206 N Hickory st. F
 Hugh Bailey, 224 S Elm st. I
 25—**TERRER HAUTE, IND.,** meet 2d Sunday at 2 p.m., & 4th Sunday at 9:30 a.m., Swope Block, 7th and Ohio. C
 John Redmond, 1454 Locust st. C
 G. E. Viquesney, 940 N 9th st. F & I
 26—**RICHMOND, MO.,** meet 1st & 3d Monday, 9 a.m., Lee Camp Hall, 614 E Broad st. C
 I. F. W. McLeod, 2305 E Broad st. C
 W. M. Ogg, 112 N. 20th st. C
 C. L. Johnson, 1017 Buchanan st. I
 27—**RACINE, FREEPORT, ILL.,** meet 1st & 3d Sunday, 2 p.m., K. of P. Hall, Stephenson st. C
 L. McGovern, 2 Carroll. C
 R. M. Griffith, 541 Stephenson st. F & I
 28—**TUCSON, ARIZONA TERR.,** meet Tuesdays, 10 a.m., Masonic Hall, over P. O. J. C. Clancy, 352 Broadway. C
 M. H. Harris, over 15th & 20th av. F
 H. F. Michaels, 627 So. 4th av. I
 29—**GRAND CANON, PUEBLO, COLO.,** meet Mondays 2:30 p.m., B. L. E. Hall. C
 Wm. Walk, 840 E. Evans av. C
 F. J. Reilly, 617 E. Evans av. F
 Wm. Hollis, 307 Polk st. I
 30—**PHILLIPSBURG, N. J.,** meet 1st & 3d Sunday, 1 p.m. over Phillipsburgh National Bank. C
 L. J. Lewis, 205 Mercer st. F
 Robert O'Hara, 595 S. Main st. F
 M. M. Conch, 127 Washington st. I
 31—**CLEVELAND, O.,** meet 1st Sunday, 2 p.m., & 3d Thursday, 7:30 p.m., Webb C. Ball's Hall, cor Seneca & Superior sts. T. Duhan, 39 Danford st. C
 H. B. Beckins, 135 Harkness av. F
 A. J. Gaudin, 35 Lincolnwood av. I
 32—**AIROHA, ILL.,** meet 1st & 3d Sunday, over 19 So. Broadway. C
 W. S. Ellwood, 24 Beach st. C
 W. H. D. Pierce, 470 New York st. F
 V. M. R. Rees, 339 Western av. I
 33—**BATTLE CREEK, MICH.,** meet 2d & 4th Sun., 10 a.m., International Congress Hall, over 18 E. Main st. C
 M. D. Anderson, 22 Willis st. C
 R. H. Allen, 52 South av. F
 R. H. Griffin, 592 Marshall st. I
 34—**LITTLE MIAMI, COLUMBUS, O.,** meet 1st & 3d Sun. afternoon, Miller Bldg. Thos. Humphrey, 167 W. Goddard st. C

35—**J. C. SIRLEY, ROCHESTER, N. Y.,** meet 2d & 4th Tues. eve., Hall 444 West av. E. E. Westfall, Lincoln Park, N. Y. C
 C. P. Brown, cor. Post & Chili av. C
 Hugh Cooper, 109 Cambell st. I
 36—**NEWARK, O.,** meet every Sunday, 1 p.m., B. L. E. Hall, Shamp's Bldg., E. Main st. C
 Geo. W. Snooks, 345 E. Main st. C
 Chas. Bagley, 39 Cedar st. F & I
 37—**BATTOON, ILL.,** meet every Sunday 2 p.m., K. of P. Hall, 1636 Broadway. C
 F. E. Hamilton, C
 W. S. Wiles, 143 Richmond av. F
 A. M. Garner, 94 E. Broadway. I
 38—**STAUNTON, CLIFTON FORGE, VA.,** meet 1st & 3d Monday 2 p.m., Masonic Hall. C
 W. A. Dudley, Box 501. C
 H. M. Newcomb, Box 124. F
 A. N. McMullan. I
 39—**SEYMOUR, IND.,** meet 2d & 4th Monday, 7:30 p.m., Masonic Temple. C
 C. R. Emery, 112 Tipton st. C
 C. D. Seelinger, 250 N. Poplar st. F
 W. H. Cunningham, Box 95. I
 40—**PORTLAND, ME.,** meet 2d & 4th Sunday, 1 p.m., 3d Saturday, 8 p.m. at 60 Exchange st. C
 C. H. Dodge, 100 Ocean st. C
 Geo. W. Babb, 577 Congress st. F & I
 41—**ELMIRA, N. Y.,** meet 1st & 3d Sunday, 3 p.m., I. O. O. F. Hall, Water st. Chas. C. Munsell, 513 Jefferson st. C
 S. B. Morris, 107 Home st. F & I
 42—**CARONDELET, ST. LOUIS, MO.,** meet 2d & 4th Tuesday, 8 p.m., 18th and Shennadoah sts. So. C
 G. E. Woodruff, 2123 Ann av. C
 S. E. Sheller, 710 Michigan av. F
 R. J. Johnson, 7104 Minnesota av. I
 43—**HOX CHAS. MILLER, READING, PA.,** meet every Monday, 2 p.m., in Odd Fellows Hall, Centerville. C
 W. E. Nichols, N. Park Ave. C
 J. F. Bruner, 359 Pine st. F & I
 44—**WYOMING, RAWLINS, WYO.,** meet 1st & 3d Thursdays in K. of P. Hall. J. B. Robinson, L Box 158. C
 O. Thos. O'Donnell, L Box 101. F
 J. F. Hittle, Box 146. I
 45—**WEST PHILADELPHIA, PA.,** meet 2d & 4th Sunday, 1:30 p.m., Schnider's Hall, 4115 Lancaster av. C
 J. F. Fagan, 3223 Fairmount av. C
 Joseph Kelley, 624 N. 35th st. C
 H. P. Kelley, 625 N 35th st. I
 46—**ALBANY, N. Y.,** meet every Wednesday, 8 p.m., 18-30 S. Pearl st. C
 J. T. Greenhalgh, 18 Centre av. C
 J. W. Blewer, 1 Hunter av. C
 E. A. Montague, 22 Judson st. I
 47—**HORNELLSVILLE, N. Y.,** meet Mondays, 1:30 p.m., over 137 Main st. C
 H. W. Plummer, 18 1/2 Elm st. C
 W. R. Martin, 13 Collier st. F
 John Knight, 162 Canisteo st. I
 48—**ST. LOUIS, MO.,** meet 1st & 3d Tuesday, 2:17 Chouteau av. C
 J. T. Rogers, 811 Hickory st. C
 G. L. Pate, 3225 St. Vincent av. F
 J. J. Smith, 212 Eden st. I
 49—**ST. CLAIR, E. ST. LOUIS, ILL.,** meet 1 & 3 Thurs. 7:30 p.m., I. O. F. Hall. Thos. P. Burnes, Ohio av. C
 Wm. V. Boyne, 25 A. S. 2d st. C
 M. M. Stephens, 316 Missouri av. I
 50—**CONNELLSVILLE, PA.,** meet 1st Saturday, 7:30 p.m., 3d Sun, 2 p.m., I. O. F. Hall Pittsburgh and Main. C
 J. D. Cunningham, 112 W. Green st. C
 J. H. Bittner, 413 Highland av. F
 F. A. Leebarger, 131 W. Peach st. I
 51—**PHILADELPHIA, PA.,** meet 1st & 3d Sunday 1:30 p.m., New Federal Hall, Federal st. near 17th st. C
 H. J. Kyles, 2339 Carpenter st. C
 H. B. Warnick, 109 S. Matlack st. F
 W. Chester, Pa. C
 Jos. E. Horne, 1302 So. 18th st., Philadelphia, Pa. I
 52—**MONTECAL, BALTIMORE, MD.,** meet 1st and 3d Sunday 1:30 p.m., Jackson's Hall, Beddie st. & Greenmount av. C
 J. K. Hitchcock, 1068 Chiffon pl. C
 John B. Conroy, 2338 Barclay st. F
 Geo. W. Fry, 340 Girard av. I
 53—**JERSEY CITY, N. J.,** meet 2d & 4th Sunday 2 p.m., Fischer's Hall, Newark av. & Erie Bldg. C
 Adolph Schlegel, 308 Magnolia av. C

54—PORT JERVIS, N. Y., meet Tuesdays
7:30 p. m., Engineers' Hall, Ball st.
J. P. Walsh, 16 New st. F & I
O. Caskey, 14 Kingston ave. F & I

55—AMERICAN DESERT, OGDEN, UTAH,
meet 1st & 3d Monday, 2 p. m., K. of
F. Hall, 24 st.
E. Post, 457-24th st. O
J. H. Wardleigh, 2818 Madison av. F
H. G. Doon, 1728 Washington av. I

56—KROKUK, CENTERVILLE, IA., meet
2d & 4th Sunday, in I. O. F. Hall.
L. F. Breitenbucher, 1004 Drake av. O
Eugene S. Gilbert, 307 E. Torry st. F
Frank Rinckel, 802 So 16th st. I

57—PROVIDENCE, R. I., meet 1st & 3d
Sunday, 2 p. m., K. of F. Hall, 27
Westminster st.
D. M. Weatherbe, Box 222, Valley
Falls, R. I. I
Geo. E. Lapham, 260 Orms st. F & I

58—OTSEGO, ONEONTA, N. Y., meet 1st
& 3d Sunday 2 p. m., Engineers' Hall, Elm
16 Main st.
A. E. Hoalting, 16 Whalshin av. O
W. B. Anchoyburgh, 24 West st. O
J. D. Primmer, 56 River st. I

59—GREENBUSH, N. Y., meet 1st Sunday
2 p. m., 3d Wednesday, 7:30 p. m., B. of
L. F. Hall, Banesier, N. Y.
Chas. Orphan, 45 Broadway, Banesier,
laer, N. Y. F
Wm. Hughes, Upper 3rd St., Banesier,
laer, N. Y. F
G. A. March, 588 Broadway, Banesier,
laer, N. Y. I

60—ROCK ISLAND, ILL., meet 1st & 3d
Sunday 2 p. m., Reynolds' Hall, Elm
st. and 6th av.
W. Arnold, 320 7th av. F
John H. Park, 1914 7th av. O
James Carl, 2822 5th av. I

61—BOSTON, MASS., meet 2d Sunday
10 a. m., 4th Wednesday 1 p. m., 164
Cana Street.
E. L. Abbott, 145 High st., Reading,
Mass. O
G. R. Dority, 6 School, Charleat' n. F
W. A. Kempton, 8 Sudbury, Mass. I

62—GALESBURG, ILL., meet 1st & 3d
Sunday 2:30 p. m., Trade and Labor
Assembly, Main st. & 5th av. O
H. Henn, 92 E. Main st. O
E. E. Brooks, 551 Union st. F
C. C. Boyer, 623 S. Academy st. I

63—SPRINGFIELD, MASS., meet 1st & 3d
Sunday 12:30 p. m., B. & A. R. Bldg.,
Geo. B. Rust, 275 Fulton st. O
J. W. Mead, 416 Main st., W. Spring-
field, Mass. F & I

64—WORCESTER, MASS., meet 1st & 3d
Sun. 3 p. m., Casette Hall, 405 Main st.,
Thos. J. O'Neill, 9 Columbia st. O
C. W. Davis, 12 Chase av., Webster,
Mass. F
M. L. Hamilton, 827 Main st., Clinton,
Mass. I

65—CHILLICOTHE, O., meet 2 & 4 Sun-
day 1:30 p. m., Main and Mulberry st.
A. P. Michaels, Seloto av.
Geo. W. Walters, 478 E. Main st. F
C. W. Outen, 274 E. Main st. I

66—CREAM CITY, MILWAUKEE, WIS.,
meet 1st & 3d Sun., 2:30 p. m., Old
Library Bldg., cor. Grand av. &
4th sts.
Jas. Dwyer, 114 2nd st. O
J. Rhine, 715 Clybourn st. F
C. McCollum, 284 Washington st. I

67—CORONATION, SAILLÉ STE. MARIE,
ONTARIO, meet 2d & 4th Sunday at
1 p. m., Barnes' Hall, Queen st. W.
S. Mans.
N. Fulcher, Box 86 West P. O. F
James Lewis, Box 151. I

68—LONDON, ONT., meet 1st Sunday 2
p. m., 3d Tuesday, 7:30 p. m., Quill's
Hall, Wellington st.
Geo. Phelps, 483 Simcoe st. O
H. E. Crouch, 621 Dundas st. F & I

69—NORTHERN TIER, GRAND FORKS, N.
Dak., meet 1st & 3d Sunday 2:30 p. m.,
L. J. Kenney, 609 N. 7th st. O
L. O. Yowell, 218 N. 9th st. O
F. D. Mullaly, 219 N. 4th st., East Grand
Forks, Minn. I

70—TORONTO, ONT., meet 2d & 4th Sun-
day 2:30 p. m., Occident Hall.
Geo. Mills, 38 Delaware av. O & I
James Pratt, 172 Huron st. F

71—PENN TRAVT, PHILADELPHIA, PA.,
meet 2d Saturday & 4th Sun. 1:30 p. m.,
Schuyler Hall, 86 & Diamond st.
C. A. Snyder, 7028 Hagerman, st. Ta-
CORY, Pa. I

72—SCIOTO VALLEY, COLUMBUS, O.,
meet 1st & 3d Sunday 2:30 p. m., I. O.
O. F. Hall, 18th & Mt. Vernon st.
M. W. Leopard, 501 St. Clair av. O
J. J. Colburn, 269 N 21st st. F & I

73—MAUISON, WIS., meet 1st & 3d Sun-
day 2 p. m., 111 Monona ave.
M. O. Twitchell. O
J. F. Culbertson, 17 S. Broom st. F
M. W. Warren, 6 Linn st., Janesville,
Wis. I

74—HARRISBURG, PA., meet 1st Mon.
after 1st Sun. 9:30 a. m. & 3d Sun.,
2 p. m., New Hall, 3d & Broad sts.
O. P. Keller, 1785 N 6th st. O
M. G. Stoner, 618 Colder st. F
J. L. Kennedy, 604 Colder st. I

75—READING, PA., meet 1st Sunday 1 p.
m., & 3d Sun. at 7:30 p. m., 723 Penn st.
John E. Amole, 538 Robeson st. O
G. W. Kintzell, 909 N 10th st. F & I

76—WINKIPK, MANITOBA, meet 1st & 3d
Friday 2 p. m., Foresters' Hall,
801 St. George, 619 Williams av. O
W. J. Edwards, 468 Flora av. F
Patrick O'Donnell, 588 Pacific av. I

77—NEW HAVEN, CONN., meet 2d & 4th
Sunday, 10:30 a. m., I. O. O. F. Hall,
Crown st.
Geo. B. Close, 270 Howard av. O
G. H. Witherell, 50 First st. F & I

78—LOUISVILLE, KY., meet Mondays
1:30 p. m., I. O. O. F. Temple, 6th
and Walnut sts.
Joseph Arn. Victoria Hotel. O
Thos. D. McCauliffe, 415 M st. F
H. A. Prout, 1138 5th av. I

79—GEO. G. BARRE, COLUMBUS, O.,
meet 2d & 4th Sunday 2 p. m., Hild-
reth Hall, cor. Hildreth ave. and
9th st.
Eugene Frigan, 236 North 18th st. O
D. E. Hedrick, 1147 Medill st. F
N. T. Beynon, 238 North 23d st. I

80—BALDWIN, ARBOTSFORD, WIS., meet
1st & 3d Monday at 2:30 p. m., & 2d
& 4th Monday at 7:30 p. m., in K. O. T.
M. Hall.
O. F. Gillaspay, 213 5th av., S. E.
Chicago, Minn. I
E. H. Whitman, 1 Box 11. F & I

81—KANSAS CITY, KAN., meet 1st & 3d
Saturday, 7:30 p. m., Shankenberg's
Hall, 269 Kansas av.
John W. Kee, 727 Kansas av. O
J. L. Simpson, 1822 Quindaro Bldg.,
G. N. Herron, 268 S Tremont st. I

82—SIUX CITY, IA., meet 1st & 3d Sun-
day, 2 p. m., I. O. O. F. Hall 4th
and Jackson sts.
M. Deuling, 611 Court st. O
L. B. Cutting, 1209 Jennings. F & I

83—OZARK, NORTH SPRINGFIELD, MO.,
meet every Monday 2 p. m., K. of F.
Hall, Commercial st.
W. Nolemon, 1838 Robinson ave. O
J. J. Murphy, 340 W. Center st. F
J. A. Dryden, 704 E Locust st. I

84—CHARLOTTE, GREENVILLE, S. C.,
meet every Sunday, 10 a. m., Carpen-
ter Bros. Hall.
O. L. Gauble, E Highland av. O
J. E. Smith, 130 Ping st. F
F. K. Chatham, 149 Forest st., Green-
ville, S. C. I

85—PALMETTO, COLUMBIA, S. C., meet
every Sunday, 2:30 p. m., K. of P. Hall.
R. McDougall, 1318 Lumber st. O
H. E. Thompson, 1301 Richard st. F
J. G. Price, 1511 Taylor st. I

86—ARTHUR, MORRIS, MO., meet 2d &
4th Sunday 2:30 p. m., Engineers'
Hall, S. W. cor. 5th & Reed sts.
Chas. F. Jones, W. Reed st. O
C. H. Nelson, 215 E. Center st. F
Jas. A. Robertson, 813 W. 7th st. I

87—TROY, N. Y., meet 1st & 3d Sunday,
7:30 p. m., J. O. F. Hall, River.
F. D. Van Dervort, 405 8th st. O
H. M. Pierce, 70 Oakwood ave. F & I

88—GEO. W. WOMAN, N. FLATTE, NEB.,
meet 1st & 3d Wednesday over First
National Bank.
James H. Fonda, Box 504. O
John T. Stuart, Box 468. F & I

89—POINT ST. CHARLES, MONTREAL, P. Q.,
meet 1st & 3d Sunday, 2 p. m., Un-
ity Hall, 590 Wellington st.
Thos. Clark, 478 Magdalen st. O
Wm. Sprank, 134 Leber st. F
H. Whittlely, 57 Favard st. I

90—POTTSVILLE, PA., meet 1st Sunday
at 2:00 p. m., & 3rd Sunday at 9:30 a.
m. Camp 36 P. O. S. of A. Hall.

91—EAGLE EYE, SHAWINGAN JURCT.,
P. Q., meet 1st and 3d Sunday.
I. Bellevue, Shawingian Falls, P. Q. O
S. E. White, 55A Stadacona st., Hoch-
elaga, P. Q. I
P. Tremblay. I

92—PEORIA, ILL., meet 2d Sunday 2:30
& 4th Sunday 7:30 p. m., Smith's Hall,
2501 S. Adams st.
L. Schumann, 417 Charlton st. O
E. E. Waldron, 515 Western av. F
Jno. Desmond, 411 Lower Jefferson. I

93—JACKSON, TENN., meet Tuesdays
7:30 Elks' Hall.
J. B. Good, 462 E. College st. O
Thomas Tate, 245 W. Chester st. F
D. H. Staley, 239 E. Main st. I

94—FARRELL, BARQUETTE, NICH., meet
1st & 3d Sunday, 2:30 p. m., Frater-
nity Hall.
Alex. Elstrom, 321 W. Bluff st. O
A. L. Rose, 114 W. Prospect st. F
Wm. Thomas, 267 Alger st. I

95—CINCINNATI, O., meet 1st Monday
evening & 3d Sun'y afternoon, Odd
Fellows' Build', cor. 4 & Home sts.
J. C. McCutcheon, 619 W 8th st. O
Wm. Zimmerman, Box 81 Glenwood,
O. F & I

96—CHICAGO, ILL., meet 1st & 3d Sun-
day at 1:30 p. m. at N. W. Cor. Chicago
and Hamlin ave.
O. D. Mahoney, 2198 W Huron st. O
Gilb. J. McKinley, 225 West Chicago
ave. F & I

97—80TH WALTHAM, MD., meet every
Sunday 1:30 p. m., Friendship Hall,
125 E. Montgomery st.
H. B. Lockhart, 156 S. Randall. O
C. W. Mantz, 130 S. Gilmore st. F
J. H. Stephens, 610 W. Lee st. I

98—LISCOLN, NEB., meet 1st & 3d Sun-
day 2 p. m., A. O. U. Hall, 1006 O. St.
Chas. F. Patterson, 1117 U st. O
H. Wigganjoet, Court House. F & I

99—WATER VALLEY, MISS., meet 2d
& 4th Monday, 9 a. m., K. of P. Hall.
Chas. E. Dunn. O
E. V. Williams. F
H. R. Blackston. I

100—DANVILLE, ILL., meet 1st & 3d
Sunday at 19 West North st.
H. B. Ellett, 594 Kimbell st. O
D. E. Conley, 888 Vermillion st. F
Chas. Patterson, 804 W. Martin st. I

101—GREENSBAR, HUNTON, W. VA.,
meet 1 & 3 Mon 2 p. m., I. O. O. F. Hall,
W. R. Hardy, 1 Box 132.
O. W. Wood. F
G. H. Phillips. Box 51

102—AUSTIN, MISS., meet 1st & 3d Sun-
day 10:30 a. m., B. L. E. Hall, E. Water
street, near Depot.
Wm. Anderson, 802 S. Franklin st. O
John T. Ryel, 416 E. Mill st. F
H. Furney, 904 Water st. I

103—ROCKY MOUNTAIN, LARAMIE, WYO.,
meet every Sat. 2 p. m., G. A. R. Hall.
E. J. Johnson, 709 So. 6th st. O
P. Mathison, 45 6th st. F
G. W. DeForest, 404 6th st. I

104—COLUMBIA, PA., meet 1st Sun. 1 p.
m., 8d Sun. 12:30 p. m., cor. 8d & Locust
Wm. Armstrong, 448 Chestnut st. O
John M. Wein, 175 Chestnut st. F
Geo. W. Fager, 17 N 3d st. I

105—BELLOWS FALLS, VT., meet 2d
Saturday, 7:30 p. m., & 3d Sunday, 4
p. m., G. E. Hall.
O. E. Jahan, 116 Westminister st. O
O. B. Gallieher, Box 26, Windsor, Vt. F & I

107—ST. JOSEPH, MO., meet 2d & 4th
Sunday 2 p. m., Engineers' Hall, cor.
8th and Locust sts.
A. K. Pickle, 124 E. Missouri av. O
A. G. Roberts, 407 So. 2d st. I
H. E. Siler, 2116 S 12th st. I

108—ALLEGHENY CITY, PA., meet 1st &
3d Sunday, 7:30 p. m., Franklin Hall,
cor. 1st and East sts.
Jas. O. Layton, 1405 Penna. av. C
M. S. Anderson, 919 Main st. F
Harry McKee, Blairville, Pa. I

109—QUAKER CITY, PHILADELPHIA, PA.,
meet 1st & 3d Sunday, Schneider's
Hall 4116 Lancaster av.
Geo. M. Kern, Edge Moor, Del. O
J. H. Vanegas, 407 E. Norris st. F
J. H. Johnson, 432 Wyalusing av. I

110—PACIFIC, SACRAMENTO, CAL., meet
1st, 3d & 5th Thursday, at 1:00 p. m.,
2d & 4th Thursday, at 7:00 p. m., Con-
cord Hall, Foresters' Bldg., 1st., be-
tween 7th & 9th.
James S. Hanna, Box 110. O

111—ECLIPSE, BLUE ISLAND, ILL., meet 2d & 4th Mon. 8 p.m., Masonic Hall, F. E. Poole, 383 Western av. F. Ed. Egan, 582 Western av. F. Hayce, 19 Union st. F & I

112—DEERFIELD VALLEY, GREENFIELD, MASS., meet 2d & 4th Sunday 5 p.m., Knights of Malta Hall, W. S. Hutchins, 21 Conway st. O Edwin Warren, 126 Riddell st. F & I

113—DES MOINES, IA., meet 1st & 3d Sun. 2:30 p.m., I.O.O.F. Hall, Loc's st., Geo. E. Fitch, 1020 18th st. O John O'Brien, 697 19th st. F W. W. Hill, 1161 6th av. F & I

114—WATERLOO, IA., meet 2d & 4th Sundays, 2 p.m., B. of L. E. Hall, 1009 E 4th st. Wm. C. Biddolph, 122 Argyle st. O Frank C. Wight, 419 Oak ave. F H. E. Camp, 315 High st. I

115—CHEYENNE, WYO., meet 2d & 4th Tuesday 2 p.m., A.O.U.W. Hall, J. E. Carrall, Guy A. Rockafeld, 622 W 21st st. F A. S. Artist, City Water Works. I

116—LAKE SUPERIOR, ESCANABA, MICH., meet 1st & 3d Sunday at 2 p.m., B. L. E. Hall, Henry Valentine, 610 So. Charlott st. O M. A. Haring, 616 S Sarah st. F Theo. Farrell, 41 Wells av. I

117—SAWRON, MASON CITY, IA., meet 2d & 4th Sunday, 2:30 p.m., Geo. B. Freeman, 324 W 9th st. O John O'Leary, 818 Rowles st. F Peter Mottershead, 917 Cottage av. I

118—SHOCKVILLE, ONT., meet every Thursday, 2 p.m., Merrill's Block, King st. John Ryan, H. Wardrop, Box 686. F J. W. Barnhart, Box 91. I

119—DEBUQUE, IA., meet 1st & 3d Sunday 2p.m., Union Hall, 1965 Coulter av. A. Woodard, 1700 Jackson st. O Fred. Cawrey, 722 Garfield av. F J. C. Baynes, 151 Bluff st. I

120—LIMA, O., meet 1st & 3d Sun. & 2d & 4th Friday, 2 p.m., Red Men's Hall, cor Main and Spring sts. J. Donaldson, c. Elm & Elizabeth sts. O E. B. Hickok, 662 S West st. F & I

121—BRIGHTWOOD AT INDIANAPOLIS, IND., meet in Clark's Hall, cor. 2d & Station st., 2d Sunday 7 p.m., & 4th Sunday 2 p.m. J. H. Deer, 2002 E. Tenth st. O M. Dean, 2532 Brightwood av. F & I

122—GRATNOT, PORT HURON, MICH., meet 2d & 4th Sunday 1 p.m., Marine Engineers' Hall, Water st. J. Cochran, 624 Erie st. O F. F. Minard, 1128 Howard st. F & I

123—IRON MOUNTAIN, DE SOTO, MO., meet 2d & 4th Tuesday, 8:30 p.m., E. of P. Hall, 2d and Boyd sts. Wm. Winder, O W. J. Edy, Box 113. F A. Atkins, Box 288. I

124—RECYRUS, O., meet 1st Monday & 3d Sunday, at 1:30 p.m. E. F. Lamb, 451 Gallion st. O Wm. Lamb, 518 S. Walnut st. F J. McAleese, 508 Woodville st. E. Toledo. I

125—CLINTON, IA., meet 2d Monday & 4th Thursday, 2 p.m., Engineers Hall, 10th av. & 4th. James W. Bailey, 445 10th av. O John H. Oliver, 615 11th av. F L. Bisco, 445 10th av. I

126—TEHACHAPI, KERN, CAL., meet every Monday 1 p.m., A.O.U.W. Hall, David M. Poole, Box 36. F P. F. Sheppardson, Box 36. F W. M. Cole, Box 62 Kern, Cal. I

127—ORAW, FLORA, ILL., meet 1st & 3d Monday 1 p.m., Odd Fellows' Hall, Wm. Miller, Box 110. F Jerry Pope, Box 354. I

128—RICHFORD, FAIRHAR, P. O., meet 1st Sunday and 3d Monday 1:30 p.m., Masonic Hall. S. W. Starke, O. A. McNell, F S. E. Kennedy. I

129—KAW VALLEY, ENPORIA, KAN., meet 1st Monday, 3d Friday & 4th Sunday, 1 p.m., G. A. R. Hall, 621 Commercial st. T. D. Louis, 809 Rural st. F N. J. Jorgensen, 908 Rural st. F Daniel R. Jones, 907 Rural st. I

131—FRASER, SANBORN, IA., meet alternate Sundays 3 p.m., L.O.F. Hall. J. F. Johnson, O J. F. Hughes, Box 406. F & I

132—ST. THOMAS, ONT., meet every Monday, 2:30 p.m., Odd Fellows' Hall, Mecha 1 Block. Michael J. McAndrews, Box 698. O Elv Cowles, Box 1313. F T. Duffey. I

133—HAMILTON, ONT., meet 2d & 4th Sun. 2:30 p.m., A.O.F. Hall, James st. N. James Oliver, 138 Locke st. O W. E. Balnes, 288 Bay st. N Hamilton. F James McCulloch, 46 Tom st. I

134—ALBANY, WINDSOR, ALA., meet every Tuesday, B.L.E. Hall. O Young, Box 58. O Chas. McCauley, Box 53. F Chas. Daze, Box 19. I

135—HIDSON, JERSEY CITY, N. J., meet alternate Wednesdays, 10 a.m., over Fifth Ward Savings Bank, cor. Paton av. and Erie st. B. L. Scribner, 42 Prospect, Nyack, N. Y. O G. H. Conklin Box 71, Suffern, N.Y. F & I

136—SALT LAKE, EVANSTON, WY., meet every Tuesday, 7 p.m., I.O.O.F. Hall. Geo. M. Baker, O Ed. Knoder. F W. R. Lipin. I

137—STARRICA, SPSQUEHANNA, PA., meet alternate Thursdays, 7:30 p.m., K. of P. Hall, Wm McCannon, Box 170. O Sheldon Pierce, Box 192. F & I

138—SNOWDRIFT, CAMBRELLTON, N. H., meet 1st & 3d Sunday, 13:30 o'clock, Engineers' Hall over Sharp's Rest. O John Morton, O Wm. C. Barter, Box 377. F Everest Henderson. I

139—LOVE STAR, HOUSTON, TEX., meet every Monday 1:30 p.m., Woodmen's Hall, cor. Washington & Silver sts. O W. Jordan, 1911 Edwards st. O L. McAniff, 1817 Center st. F W. J. Wilson, 1615 Washington st. I

140—GULF CITY, MOBILE, ALA., meet 2d & 4th Sunday, 9:30 a.m., Temperance Hall, J. H. Trachy, cor. Cedar & Charleston sts. O A. M. G. 468 Charleston st. O Ed. Barham, 608 S. Conception st. I

141—SMOKY HILL, ELLIS, KAN., meet Wednesday, 7:30 p.m., I.O.O.F. Hall. Geo. Fritz, O Thos. McMahon, L. Box 55. F Thos. Chapman, Box 148. I

142—ST. FRANCIS, RICHMOND, P.Q., meet 2d & 4th Sunday, I.O.F. Hall. E. A. Leonard, O Geo. A. Pearson, Box 96. F & I

143—TIBBANA, ILL., meet 1st & 3d Sunday, 10 p.m., K. of P. Hall, J. E. McLaughlin, 407 W Main st. O Orlando Landis, 404 W Green st. F & I

144—BRAINARD, STAPLES, MINN., meet 1st & 3d Monday, 2 p.m., Sovereign's Hall, 4th st. between 1st and 2d av. F F. Willis, Box 96. O G. H. Wilson, Box 148. F R. Arund. I

145—VANDEBILT, NEW YORK CITY, meet 1st & 3d Sun. 10 a.m., Leoffler's Hall, cor. 148th st. and Willis av. Thos. Brissett, 397 Willis av. N.Y.C. O E. J. Rauch, 248 W 124th st. F J. T. Wheeler, 500 162d st. I

146—OSKALOOSA, IA., meet 1st Monday 7:30 p.m., B.L.E. Hall. O E. Mason, 416 N. 8th. O H. C. Boggie, 411 N Market st. F & I

147—SPOKANE, SPOKANE, WASH., meet 1st & 3d Sunday, Oliver Hall. J. A. Miller, E. 420 Blaine av. O C. F. Tohart, E. 311 Sinton av. F Jas. E. Campbell, E. 328 Augusta st. I

148—IRON CITY, WEAVER ROCKS, PA., meet 1st & 3d Sunday, 1 p.m., Central time, Fraternal Hall, Chartiers av. H. H. Rodgers, O C. L. Shriver, 622 River av. Eaplen, Pittsburg, Pa. F & I

149—GRANITE ROCK, TRURO, NOVA

150—ST. PAUL, MINN., meet 1st & 3d Sunday, 2 p.m., Central Block, Hall No. 4, cor. 14th & 6th sts. A. B. Smith, 777 Jackson st. O John F. Maher, 177 Penn av. F & I

151—BURLINGTON, IA., meet 2d & 4th Sunday in Elk's Hall. C. D. Hewett, 1107 S. 6th st. O F. L. Williams, 801 S. 6th st. F & I

152—ORWEGO CITY, N. Y., meet 1st & 3d Sunday, 2 p.m., B.L.E. Hall, N.Y.O. & W. Depot. O L. J. Boynton, 98 W. 7th st. O M. J. Cronan, 85 W 9th st. F Victor Bellise, 60 E 5th st. I

153—GARRETT, IND., meet every Sunday, 9:30 a.m. F. M. Kircher, O W. E. Gillis, Box 56. F & I

154—JEFFERSON, HOWELL, IND., meet 1st & 3d Mon. 7:30 p.m., Thompson's Hall, Henry A. Laswell, 200 Arlington st. O C. Sutter, 23 Delmar av. F I. T. Carr, 207 Cumberland av. I

155—DECATUR, ILL., meet every Wednesday at 7:30 p.m. in B. of L. E. Hall, Masonic Temple, North Water st. D. R. Talbot, 980 F. North st. O S. G. Brecount, 100 Bradford st. F J. W. Knowlton, 1172 E. Marietta st. I

156—BIRMINGHAM, ALA., meet every Sunday, 1:50 p.m., B. of L. E. Hall, 1917 1/2 First ave., Potter Bldg. Geo. L. Carlie, 2349 1/2 av. O Chas. Silliman, 1609 7th av. F & I

157—CENTRAL, JERSEY CITY, N. J., meet 1st Sun. 10 a.m., 3d Sat. 8 p.m., Masonic Hall, cor. Pacific av. & Maple st. W. A. Alpaugh, 287 Pacific av. O E. F. Jones, 17 Monitor st. F John T. Fox Jr., 1 Rollwood st. I

158—SPARKS, NEVADA, meet 1st & 3d Monday, E. Shepley, Sparks, Nev. O J. A. Ross, Sparks, Nev. F Geo. W. Davis. I

159—CEDAR RAPIDS, IA., meet 1st & 3d Sun. 2:30 p.m., Room 19 P. I. Bid. R. B. Trenor, 412 F av. W. Frank A. Davis, 1314 A av. E. F. D. H. DeGear, 415 3d av. W. I

160—CAPITOL, WASHINGTON, D. C., meet 1st & 3d Sunday, 2:30 p.m., Wellers' Hall, cor. 8th & 1st S. E. John W. Rullman, 828 E. St. S. E. O Wm. C. Jasper, 620 Pa. av. N. W. F Fred Rullman, 828 E. Preston st., Baltimore, Md. I

161—SAN FRANCISCO, CAL., meet every Thursday, 6 p.m., Champion Hall, 10th and Valencia sts. John E. McCreigh, 1905 Howard st. O E. A. Taylor, 3664 19th st. F F. M. Armstrong, 2109 4th av. I

162—MONCTON, NEW BRUNSWICK, meet 1st Sat. 19:30, 3d Mon. 18:30 I.O.F. Hall. Frank H. Probert, Weldon st. O Fred H. Moore, Box 17. F S. W. Carson. I

163—PARRI MISC, NEWPORT, VT., meet 2d Monday 7 p.m., & 4th Sunday 2 p.m., B. L. E. Hall, Lanes Block, Main st. B. T. Webb, Box 475. O J. C. Oakley, Box 297. F E. W. Ruggles. I

164—MASSAHOIT, ATTENSON, KAN., meet 1st & 3d Monday 2:30 p.m., Masons' Hall, cor. 6th and Commercial sts. Fred Shippee, 1111 Santa Fe st. O S. H. Hamrick, 1618 Commercial st. F John Kennington, Box 298, Greenleaf, Kans. I

165—ORCOLA, LOTISVILLE, KY., meet 2d & 4th Thursday, 7:30 p.m., Shafter's Hall, 7th st. bet. Portland av. & Montgomery st. Amos Philips, 2519 Portland av. O H. C. Carroll, 112 28th st. F H. C. Daniel, 2802 Portland av. I

166—S. H. DOTTERER, CARBONDALE, I.O.F. Hall, 78 Church st. O A. C. Coland, 8 Copeland av. O A. M. Banks, 123 S Terrace. F A. W. Bayley, 78 N. Main st. I

167—DEVERETX, CLEVELAND, O., meet 2d Monday 7:30 p.m., & 4th Sunday, 8 a.m., Hanns Block, near cor.

169-CAPITOL, OTTAWA, ONT., meet 1st & 3rd Sundays in Booth's Hall, cor. Somerset & Arthur sts.
H. Hyman, 216 Patterson av..... F & I
Fred. Rowe, 150 Rochester st..... F & I

169-SYRACUSE, N. Y., meet every Tuesday, 8 p.m., B.L.E. Hall, Banion Bldg. Oswego and Seymour sts.
S. T. Vrooman, 610 S. Geddes st..... C
J. Fogarty, 447 Gifford st..... C
Wm. Frazer, 116 Davis st..... I

170-WELLSVILLE, O., meet 2d & 4th Sunday 2 p.m., & 4th Thursday, 7:30 p.m., B.L.E. Hall.
Thomas Ryan..... C
I. Cable..... C
C. S. Allmon, 1423 Center av..... I

171-HOBOKEN, N. J., meet 1st Sun. 8:30 Wed. 11 a.m., Fish'r Hall 127 Hudson Irvin Draney, 230 Pack av..... C
C. A. Stevenson, 1114 Washington st. F
Jos. Nixon, 1 Hillary av., Morristown, N. J..... I

172-NORPLAN, SCHENECTADY, N. Y., meet 1st & 3d Sun, 3 p.m., I.O.O.F. Hall Chris. Whamer, 120 Park Place.
O. Henry A. Miller, 706 Union st..... F
F. Dunning, 157 Barrett st..... I

173-OIL CREEK, OIL CITY, PA., meet 1st & 3d Sundays, 2:30 p.m., over Oil City Nat'l Bank, c. Elm & Center sts.
Olas. Fox, 300 E. 30th av..... F
Wm. Agnew, 4 State st..... I

174-HOPE, LINDSAY, ONT., meet alternate Tues. & 4 Wed. 2 p.m., Kent & Cambria'ge Robt. Young, Box 246.
O. T. Wilkinson, Box 215..... C
T. J. McMahon, Box 205..... I

175-OLENTANGY, COLUMBUS, O., meet 2 Tuesdays & 4 Wed. 2 p.m., Lyndon Bldg. cor. 15th and 5th av.
Frank Bowen, 127 Goodale st., Columbus, O..... C
C. T. Cummins, 248 Poplar av..... F
W. Quinlan, 145 W. 1st av..... I

176-BARABOO, WIS., meet 1st & 3d Monday 7:30 p.m., B.L.E. Hall.
Enos Sherman, 110 1st st..... C
Thos. Williams, 318 First av..... F
J. K. Hawen, 309 Oak st..... I

177-DENISON, TEX., meet every Saturday 2:30 p.m., O. R. O. Hall.
C. C. Hotchess, 116 Union st..... C
J. W. Corn, 129 E. Texas st..... C
L. Metcalf, 610 W. Chestnut st..... I

178-SEDALIA, EAST SEDALIA, MO., meet 2 Sunday, 2:30 p.m., 4 Friday, 8 p.m., Hoffman's Hall.
O. W. Goodwin, 322 W. 3d st., Sedalia, Mo..... C
Wm. Raab, 414 S. Engineer st., Sedalia, Mo..... C
Chas. Boyie, 1101 E. 10th st., Sedalia, Mo..... I

179-FARNSON, KAN., meet 1 & 3 Weds. 7:30 p.m., & 2 & 4 Sunday, 2:30 p.m.
B. of L. E. Hall, 196 Johnson av.
W.S. McCaskill, 2310 Washington av.
Curtis Parsons, 261 Crawford..... F
J. B. Hotchkiss, 1223 Clark av..... I

180-MINNEHAHA, MINNEAPOLIS, MINN., meet 1st & 3d Sunday 7:23 Nicollet av.
C. E. Barton, 1234 Mary Place
F. A. Rodgers, 3623 3d av., South..... F
William Gemoie, 21st & Kenwood..... I

181-ELDON, IA., meet 1st & 3d Sunday at 2 p.m., I.O.O.F. Hall.
B. Fehr..... C
C. W. Sheffer..... F
E. H. Feuney, Box 8..... I

182-HENRY CLAY CALDWELL, LITTLE ROCK, ARK., meet every Thursday 3 p.m., B.L.E. Hall, Chester and West Main sts.
Geo. A. Eggleston, 1523 W. 3rd st..... C
J. E. Mills, 912 North st..... C
Byron Schmelzle, 1420 W. 5th st..... I

182-OMAHA, NEB., meet every Monday eve, A.O.U.W. Hall, 110-12 N. 14th st.
John Glynn, 2438 S. 20th st..... C
C. B. Hodgson, 1424 Pierce st..... F
T. C. Livingston, 1316 Howard st..... I

184-STUART, IA., meet 1st & 3d Sun., 8 p.m., in Endicott's Hall, N. 5th st.
James M. Endicott, Box 474..... C
Geo. A. Laird, Box 372..... F
Thomas Holmes, I. Box 21..... I

185-GEO. J. NICHOLS, FOND DU LAC, WIS., meet 1st Sunday at 7 p.m., & 2d Sunday, 2 p.m., 408 Main st.
H. E. Carkins, 854 Wisconsin av., N. C. Bldg..... C

186-DENVER, COLO., meet every Friday, 7:30 p.m., Masonic Temple.
Richard McBride, 282 Humboldt st..... C
A. H. Scott, 3246 Curtis st..... F
J. Hockenberger, 2341 Lafayette st..... I

187-F.T. WORTH, TEX., meet Fridays, 8 p.m., B.L.F. Hall, 8 Bush st.
G. W. Phillips, 501 Louisiana av..... C
R. W. Wilson, 107 Beasie st..... I
D. Hartman, North Henderson st..... I

188-AVON, STRATFORD, ONT., meet 1st & 3d Sunday, 2 p.m.
William O'Brien, Box 337..... C
John Battley, Box 337..... C
James I. Moore, Box 339..... I

189-BELLEVILLE, ONT., meet 1st & 3d Sunday, 2:30 p.m.
E. Taylor, Station P. O. Box 85..... C
W. J. Logue, Sta. P. O..... F & I

190-HUNTINGTON, W. VA., meet 1st & 4th Monday, & 2d Friday, 1 p.m., in Abbott Hall, 910 4th av & 9th st.
W. A. Fructel, 1025 8th av..... O
A. F. Southworth, 1010 6th av..... F & I

191-WARHURST, FITCHBURG, MASS., meet 2d & 4th Sun 12 m., G.A.R. Hall
C. C. Woodworth, 138 Blossom st..... C
E. J. Mulaney, 120 Myrtle ave..... F
J. W. Abbott, 104 Highland av..... I

192-RIO GRANDE, EL PASO, TEX., meet 1st & 3d Sat. 2 p.m., I.O.O.F. Hall.
F. D. Hadlock..... C
A. Fitzpatrick, Box 240..... F
G. R. Lees, Box 240..... I

193-CRESCENT, M'DONOUGHVILLE, LA., meet 1st & 3d Monday at 7:30 p.m., 2d & 4th Monday at 9:30 a.m., Gould Fire Co. Hall.
David Watkins..... C
Edward Fields..... F
W. J. Van Hees..... I

194-REVIVAL, PALESTINE, TEX., meet every Friday, 10 a.m., Labor Hall.
Samuel Manley..... C
H. M. Jones, 514 Oak st..... F
L. T. Branham, Box 811..... I

195-YELLOWSTONE, FORSYTH, MON., meet every Wednesday, 2 p.m.
E. F. Brown, Box 88..... C
William Jones, Box 88..... F
E. Denis, Box 88..... I

196-MAGNOLIA, W'COMB, MISS., meet every Monday, 2 p.m., Engine's Hall
H. H. Martin..... C
J. D. Tarrell, Box 245..... F & I

197-SUNSET, SAN ANTONIO, TEX., meet Wednesdays, 9:30 a.m., Murray Hall, cor. 10th & Austin st.
J. O. Harris, 825 Hays st..... C
W. F. Griffin, 27 Mason st..... F
F. Gorham, 424 Burleson st..... I

198-LOOKOUT, CHATTANOOGA, TENN., meet 1st & 3d Sunday, 2:30 p.m., 2d & 4th Sunday, 7 p.m., I.O.O.F. Hall, Market & Montgomery.
John Smith, Box 345..... C
Jake Smith, 112 Read st..... F & I

199-MARSHALL PASS, SALIDA, COLO., meet Mon. 2:30 p.m., K. of P. Hall.
George Fitzsimmons..... C
Geo. E. Baldwin..... F
Thos. Ryan, Box 664..... I

200-SAVANNA, ILL., meet 2d & 4th Monday 2 p.m., B.L.E. Hall.
C. W. Green..... C
L. H. Truedell..... F
O. H. Webber..... I

201-TYLER, TEX., meet every Wednesday, 4 p.m., Woodmen's Hall.
J. J. Bartholomew, 216 E. Berta st..... C
James Henderson, 520 E. Com st..... F
W. H. McCorkle, 1001 N. & B. st..... I

202-FARGO, S. DAK., meet 1st & 3d Sunday, 2:30 p.m., I.O.O.F. Hall, Bobberts st., and 2d av.
S. P. Oleason, 1012 4th av. N..... C
G. W. Reed, 1821 1st av. S..... F & I

203-PERRY, IA., meet 1st & 3d Wed., 2 p.m., A. O. U. W. Hall.
Henry F. Nichols..... C
Otto J. Christensen..... F
B. H. Moore, Box 364..... I

204-PEARSON, RIVIERE DU LOUP, P.Q., meet 1st & 3d Sunday, 13:30 & 2d & 4th Friday, 19:30, English school house.
Engene Quellet..... C
Joseph Scott..... F & I

205-HARTFORD, CONN., meet 1st & 3d Sundays, 2 p.m., 725 Main st.

206-TEMPLE, TEX., meet every Wednesday, 2:30 p.m., I. O. O. F. Hall.
C. D. Johnson, 112 N. 1st..... C
C. M. E. Hamilton, L. Box 882..... F & I

207-ATLANTA, GA., meet every Sunday 2:30 p.m., Red Mon's Hall, Mar ete and Alexander sts.
A. A. Barrett, 333 Kulliam st..... C
C. E. Adams, Box 111..... F
J. H. Welch, 411 Luckie st..... I

208-PIT-IN-BAY, SPRINGFIELD, OHIO, meet 2d & 4th Sunday, 2 p.m., T. V. U. Hall, 130 Cor. Main & Fountain av.
F. W. Sharp, 47 Lincoln av..... C
O. Oliver I. Tremp, 206 Linden av..... F
F. J. Mills, 266 E. st..... I

209-SIERRA BLANCA, CHAMA, N. MEX., meet Mondays, 7:30 p.m., K. P. Hall
O. B. Dirstad..... C
D. M. Wright..... F & I

210-SIMPSON, MACON, GA., meet every Sunday, 10:30 a.m., O. R. C. Hall, Poplar st.
D. M. Moore, 124 Plant st..... C
J. L. Fickling, 718 2d st..... F & I

211-JUNCTION CITY, EAGLE GROVE, IA., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Broadway.
Geo. A. Tallman, Box 794..... C
E. J. Jones..... C
O. E. Howland, Box 902..... I

212-STARK PLAINS, BIGSPRING, TEX., meet 2d & 4th Sunday, 3 p.m., K. of P. Hall.
T. A. Gentry, Baird, Texas..... C
Louis C. Soldan..... F
L. T. Deats..... I

213-MURON, S. DAK., meet 1st & 3d Sunday, 3 p.m., Masonic Hall, Dakota av.
C. H. Bonesteel, 406 Idaho st..... C
L. L. Neibling, 387 Idaho st..... F
J. F. Doherty, 1178 8d st..... I

214-QUEEN CITY, CHAUTAUQUE, meet 1st & 3d Sunday at 1:30 p.m., in Mercantile Hall.
D. G. Parker, 401 N. Santa Fe av..... C
Frank Juleson, 502 S. Highland av. F
E. W. Parks, 124 S. Evergreen st..... I

215-PHONIX, BOWLING GREEN, KY., meet Mondays, 9:30 a.m., Covington Building, Main and Center sts.
P. J. Burke, 420 Clay st..... C
R. H. Salmson, 1028 Adam st..... F
W. H. Hummel, W. Main st..... I

216-MONTOR, PINE BLUFF, ARK., meet every Tuesday, 7:30 p.m., Bedman's Hall, 4th and Pine st.
J. C. Atkinson, 314 W. 4th av..... C
D. L. Anderson, 624 Georgia st..... F & I

217-CHAFFPLAIN, WHITEHALL, N. Y., meet alternate Sundays at 2:30 p.m., K. O. R. Hall.
D. F. Merrill..... C
Thos. E. Layden..... F
John Nichols, Box 386..... I

218-FRIENDLY HAND, ASHLEY, IND., meet 2d & 4th Mon. 4 p.m., K.P.Hall.
R. J. Luxan..... C
L. O. Hunt..... F & I

219-GARFIELD, MARSHALL, TEX., meet alternate Thursdays, 4:30 p.m., K. of P. Hall.
O. B. Ketcham, 406 E. Houston st. F & I
O. P. Cuberley, 406 N. Bollivar st. F & I

220-ROODHOUSE, ILL., meet 1st & 3d Sunday, Odd Fellows Hall.
C. A. Hannaford, Box 847..... C
A. M. Hannaford, Box 116..... F
J. W. Casey..... I

221-HUNTINGTON, IND., meet alternate Mon. 7:30 p.m., & Sunday, 2:30 p.m.
John Wurdery, 140 Canifford st..... C
Wm. McClure, 80 S. Jefferson st. F & I

222-WANWATCHEE, SALT LAKE CITY, UTAH meet 1st & 3d Mon. 7:30 p.m., Aurebauch Hall, bet 1st & 2d So. on Main.
J. A. Yates, Box 105..... C
J. T. Beales, 172 W. 7th st. So. F & I

223-CENTRAL CITY, SELMA, ALA., meet every Tuesday evening, at 7:50 p.m., in R. H. V. Hall, 10th St.
J. Thomas, 29 Florence st..... C
J. W. Green, Lamar st..... F & I

224-AMERICANO, CITY OF MEX., meet 1st & 3d Sundays, 8 p.m., Avenida Independencia No. 14, Osa Nueva.
H. D. Rogers, care Mexican National Ry..... C

323-PADUCAM, KY. meet every Monday, 9 a.m., Campbell Building. James Loyd, 1216 Kentucky av. O R. L. Eaker, 500 N 8th st. F & I

323-CARDIFF, VT. DODGE, LA., meet 1st & 3d Sundays. F. E. Owen, 948 S. 8th st. O F. E. Fox, 511 S. 12th st. F H. A. Dering, 8d and Haskell sts. I

327-WATERBURY, N.Y., meet 2d & 4th Sunday, 2 p.m., Knights of Columbus Hall, 157 1/2 Bleecker Block, Arcade at B. W. Reynolds, American Arcade. C F. W. Smith, 19 Meadow st. F & I

328-SHOSHONE, POTTSVILLE, I.D.A., meet every Saturday, 2 p.m., in Masonic Temple. J. W. Eise, 714 E. Center st. O L. D. Brown, Box 28. F & I

329-QUEEN OF MIDLAND, MASON CITY, IA., meet 2d Sunday, at 10 a.m., and 4th Sunday at 2 p.m., Woodmen's Hall. J. E. Craven, cor. Jackson & 8th sts. O H. E. Blowers, 228 W 10th st. F M. J. Fitzpatrick, 212 West 9th st. I

330-STREPKENSON, MERIDIAN, MISS., meet 1st & 3d Sunday, 2:30 p.m. B. of L. E. Hall, 26th av. and 6th st. J. Maher, 4019 5th st. O W. D. Galbreath, 4018 5th st. F H. W. Schlager, 4014 South st. I

331-JACK CHRISTIE, CHICAGO, ILL., meet 1st & 3d Sunday, at 7:30 p.m. H. H. Hall, 151 East Randolph st. Wm. H. Giff, 839 12th B'ld. C Frank Warne, 661 Green st. F & I

332-NATIONAL PARK, LIVINGSTON, MO., meet every Monday, 2 p.m. A. C. Wilson, 106 N. Ost. O T. B. Kapp, 521 E. Gallatin st. F F. W. Clow, 208 E. Chinook st. I

333-WILLIAM GALLOWAY, HAGERSTOWN, MD., meet 2d & 4th Sunday, 1 p.m., Masonic Temple. J. A. McTaggart, 21 High st. O W. N. Fleigh, 201 Elizabeth st. F & I

334-DESOTO, TOPEKA, KAN., meet 2d & 4th Sunday 2 p.m., K. of P. Hall, 6th and Quincy sts. Amos Beeler, 823 Madison st. O Chas. Jones, 517 Monroe st. F H. G. Rust, 509 Monroe st. I

335-CITY, UNION HILL, N. J., meet alternate Sundays, 8 p.m., Masonic Temple, cor. Fulton st. & Bergentine, Union Hill. G. B. S. Hitchcock, Fisher av. New Durham, N. J. O Henry Grimm, 219 Second st., Weehawken P. O. F Wm. H. Umpleby, 529 4th st., Weehawken P. O. I

336-COLUMBIA, THE DALLES, ORE., meet 2d & 4th Monday, 2 p.m., E. of P. Hall, Second st. M. P. Wilkes, 57 West 2d st. O A. E. Curtis, 178 Morris st. Sta. B, Portland, Ore. F & I

337-FORT SCOTT, KAN., meet every Monday at 2:30 p.m., W. O. W. Hall, So. Main st. W. D. Danis, 402 So. Crawford st. O E. R. Hart, 512 Main st. F C. D. Hance, 117 N Little st. I

338-TACOMA, WASH., meet 2d and 4th Sundays at 10:00 a.m., in I. O. O. F. Hall, cor. East 26th and C st. Frank Thompson, 3723 Thompson av. O H. A. Moore, 2720 East Oct. F L. Champlin, 416 E 29th st. I

339-HOLSTON, KNOXVILLE, TENN., meet Mondays, 9 a.m., in French & Roberts Bldg., cor. Gay and Depot sts. O. A. Trainum, 1112 Stewart av. O J. D. Bishop, 800 Richard st. F & I

340-POINT EDWARD, ONT., meet 1st & 2d Tuesday & 2d & 4th Sundays, 2 p.m. Hall cor. Russell & Campbell sts. John McNaughton, 865 Russell st. Sarnia, Ont. O W. Adams, 151 Forsyth st. Sarnia, Ont. F J. B. Wilson, Box 488 Sarnia, Ont. I

341-ALTOONA, WIS., meet 1st & 3d Sundays, 2:30 p.m. J. H. Hall, L Box 208. O A. D. Brewer, L Box 228. F J. C. O. Enockson, L Box 241. I

342-J. R. COLLINS, ENNIS, TEX., meet every Monday, 8 p.m., in Newell's Hall.

343-KAMINSQUA, FORT WILLIAM, E. ONT., meet Foresters' Hall, Simpson st., 2d & 4th Tuesdays each month. John Whitehurst, Box 157. C E. G. Copping. F G. T. Kelley, Lith st. I

344-CORNING, N. Y., meet 1st & 3d Sunday, 3 p.m., Odd Fellows Hall, East Market st. C I. L. Switzer, 31 E. Erie av. O C. J. Doollittle, 133 East 1st st. F Jesse Newell, 65 E 1st st. I

345-CHARLESTON, ILL., meet 2d & 4th Sunday, 2 p.m., I. L. E. Hall. O G. H. Daniels, 226 3d st. C D. A. Daugherty, 306 3th st. F Fred Schules, 108 N. 8th st. I

346-EVANSVILLE, IND., meet 1st & 3d Friday, 7:30 p.m., over Evans Hall, 5th & Locust st. Ed Farrow, 1001 Chestnut st. C Robt. Skinner, 604 William st. F M. Hoffman, 305 Olive st. I

347-HALIFAX, NOVA SCOTIA, meet 2d Saturday, and 4th Wednesday. John Ross, 27 Russell st. C James Clark, 18 Russell st. F & I

348-JOHN HILL, ELKHART, IND., meet Sun. 3 p.m., B. L. E. Hall, 614 SMain W. H. Chatterdon, 611 S 2d st. C James H. Calkins, 119 Divis'n st. F & I

349-LEDYARD SOUTH KAUKAUA, WIS., meet 1st & 3d Sunday, 2 p.m. J. A. Strathern. C L. S. Wandell, Box 29. F E. B. McPherson, Box 194. I

350-SILVERBY, PA., meet 2d & 4th Sunday, 1:30 p.m., Haas Bld. Market Sq. Ruben T. Krohn, 143 Walnut st. C C. O. Bowman, 333 So. 2nd st. F & I

351-RATON, NEW MEX., meet every Tuesday, 3 p.m., Mendelschn Block, Cook av. R. B. Kelly, Box 582. C E. W. Foster, Box 1092. F Geo. A. Norman, Box 703. I

352-ARKANSAS VALLEY, NEWTON, KAN., meet 1st & 3d Monday, 1:30 p.m., K. of P. Hall. Byron E. Dick. C Linden C. Woodbury. F J. R. Trossier, 305 W 9th st. I

353-TISIPAHAWAS, DENNISON, O., meet 2d & 4th Mon., 1:30 p.m., K. of G. E. B. G. Grant, and 2d. C J. C. McGuire, Box 185. C M. T. Brown, Box 671. F M. Cahany, Box 381. I

354-MURLE, SAVANNAH, GA., meet every Sunday, 2:30 p.m., K. of P. Hall, Barnard and York sts. J. W. Urquhart, 317 Bolton st., West Savannah, Ga. C C. E. Russell, 317 Huntington, E. F. A. H. Lodge, 922 E Henry st. I

357-ONOKA, MATCH CHINE, PA., meet 2d & 4th Sunday, 2 p.m., Hess Hall, East Mauch Chunk, Pa. C John H. Warz, E. Mauch Chunk. C T. Lindenmuth, F. Mauch Chunk. F & I

358-ET. ROYAL, MONTREAL, CAN. B. Pring, 182 Waverly st., St. Louis de Mile End. C J. G. A. Brazeau, 62 Prefontaine st. F Hochelags, P. Q. F J. Boudjick, 148 Joliette st., Hoche-lags, P. Q. I

359-RASTON, PA., meet 2 & 4 Sunday, 2 p.m., 9th & Washington sts. Edward E. West, 333 Iron st., S. 8th C Wm. Huff, 12 Orchard st., S. Easton. F & I

360-ASHUTUBULA, O., meet 1st & 3d Sunday, Hickok's Block, Main st. C E. N. Brown, 17 Todd st. C W. E. Boynton, 324 West st. F & I

361-HERINGTON, KAN., meet 1st & 3d Sunday, 1 p.m., Masonic Hall. J. P. Scott. C J. A. Thompson. F

362-WISSOUILA, MOX., meet 2d & 4th Sunday, 2:30 p.m., Odd Fellows' Hall. J. C. Anderson, 735 A st. F

363-WILKESBARRE, PA., meet 2 & 4th Sunday, 2:30 p.m., G. A. R. Hall, So. Main street. W. H. McDonnell, 292 N Main st. C Cyrus Dillman, 302 E Market st. F Chas. McCrossen, 50 S Hancock. I

364-MESA, SAN MARCIAL, N. M., meet every Tuesday, 7:30 p.m. W. R. Fisher. C Emory C. Comstock. F Edward Manning. I

365-PEE DEE, FLORENCE, S. C., meet Sundays, 3 p.m., Masonic Hall. J. L. Farmer. C J. L. W. Syson, Box 106. F & I

366-GLANSTONE, MICH., meet 1st & 3d Sunday afternoon, Mod. Wood. Hall Geo. N. Ward. C H. O. Conkey. F F. O. Roberts. I

367-SWANANOA, ASHEVILLE, N.C., meet 1st & 3d Wednesdays, 9 a.m., 2d & 4th, 8 p.m. W. V. Low, 473 Haywood st. C R. L. Francis, 162 Park av. F H. H. Sullivan, 241 W. Hayward st. I

368-ELKHORN, NORFOLK, NEB., meet 1st Wednesday & 3d Saturday, meet Edw. Wood. C W. E. Ross. F Patrick Crotty. I

369-LONG ISLAND, LONG ISLAND CITY, N. Y., meet 1st Wednesday, 11 a.m., & 3d Saturday, 8 p.m., Masonic Hall, 3d st. and Vernon av. Wm. A. Brown, 150 5th av., Brook-lyn, N. Y. F Joseph Wohlfack, 80 Ray st. L. L. N. Y. I

370-NEEDSHA, KAN., meet every Friday, 7:30 p.m., Baldwin's Hall. O M. W. Lansdown. F E. N. Walker. F W. B. Dale. I

371-ALLINGHAM, COVINGTON, KY., meet 1st & 15th each month, 9:30 a.m., New Kentucky Post Bldg., 423 Madison av. R. H. Chalkley, 1625 Holman av. C F. V. Robertson, 1552 Holman av. F J. C. Green, 1707 Scott st. I

372-FAIRVIEW, ASHLEY, Pa., meet 1st & 3d Sun, 1 p.m., Doney's Hall, Main Puxton, Albert, Box 212. C Wm. E. Hubbard, 68 Ashley st. F & I

373-CORSAIT, O., meet 1st Sunday at 2:30 p.m., & 3d Sunday at 2 p.m., Harrington's Hall, State and Chestnut sts. John J. Rossiter. C W. J. Kaynor, 517 Main st. F E. D. Tait, 650 State st. I

374-SILVER BOW, S. RITTE, MOX., meet 1st & 3d Saturday, 7 p.m., Frost Hall Thos. Malice, Silver Bow, Mont. C C. Brebner, 1633 Iowa av. F & I

375-PENNSAOLA, FLA., meet every Monday, 9 a.m., Odd Fellows' Hall. J. C. Watson, E. La Rue st. C J. L. Hall, 506 E. Jackson st. F & I

376-SAN SLOAN, SCRANTON, Pa., meet 2d & 4th Sunday, 2:30 p.m., Gurnsey's Hall, 314 & 316 Washington av. Joseph Hobbs, 1617 Penn. av. C R. W. Cox, Box 30. F P. Ashelman, 1116 Rock st. I

377-WILLAMETTE, F. PORTLAND, ORE., meet 1st & 3d Tuesday, at 11 a.m., 162 2d st., cor. Morrison. C R. C. Morris, 24 E 9th st. N. F. S. Crav, 280 E. 2d st. N. F G. A. Fitch, 361 Yamhill st. I

378-SILVER CITY, ARGENTA, ARK., meet every Wednesday, 8 p.m., Vogel's Hall. Ed. G. Sell, 923 Water st., Little Rock. C E. H. Buck, 623 Pine st. F & I

379-PLEASANT VALLEY, DICKINSON, N. DAK., meet Saturdays, 7:30 p.m., B. L. E. Hall. J. Jas. McDonald, Dickinson, N. Dak. O F. Crosthwaite, L Box 264. F F. McDonald, Mandan, N. Dak. I

380-BRADFORD, PA., meet 2d & 4th Wed. at 7 p.m., in Newell's Hall. A. W. Fox, 50 William st. O M. W. Nelson, 38 Miller st. F & I

381-VICKSBURG, MISS., meet 1st & 3d Sun, 7:30 p.m., over Vicksburg Bank.

282—F. RICHARDSON, ALBION, PA., meet 1st Wednesday, 3d Tuesday, 7:30 p. m., I.O.O.F. Hall. James Hogan..... C S. R. Miles..... F S.W. Brown, 707 Walker av., Butler Pa. I

283—LELAND STANFORD, WT. OAKLAND, CAL., meet Wednesday, 7:30 p.m., Fraternity Hall, 7th and Peralta sts. A. D. Neff, 1517 West st., Oakland, Cal. G. W. Randall, 2241 Rose st., Berkeley, Cal. J. H. Taylor, 944 Chestnut st., Oakland, Cal..... I

284—TYGART VALLEY, GRAFTON, W. VA., meet Tuesdays, 7:30 p.m., K. P. Hall. R. Brumbaugh, 1017 Main st., Grafton, W. Va. Geo. A. Deck, 344 W. Washington st., F John Cummins, 2318 1/2 Main st., Wheeling, W. Va..... I

285—MAMMOTH SPRINGS, THAYER, MO., meet every Mon. 2 p.m., I. O. F. Hall. L. J. Baker, Box 246..... C J. H. Kellner..... F Robt. Collett..... I

286—GRAND RIVER VALLEY, GR. RAPIDS, MICH., meet 1st & 3d Sunday, 2 p.m., B.L.E. Hall, Walsh Bl'k. 8 Division. O. O. Andrews, 259 7th av..... C E. W. Richmond, 104 1st av..... F&I

287—JERRY C. BURLEY, ALTOONA, PA., meet 1st, 3d & 4th Sunday, 2 p.m., Pethian Hall, Stehle Bl'k. 11th av., between 11th and 12th sts. W. W. Brantlinger, 1202 17th st..... C E. Winebrenner, 1106 19th st..... I W. B. Stahl, 504 1-2 11th st..... I

288—GEN. WINSLOW, E. SYRACUSE, N.Y., meet 1st & 3d Monday, 7:30 p.m., Masonic Hall, Manlius st. S. L. Albro, 114 W Yates st..... C Elmer S. Freeman, P. O. Box 196, F&I

289—VINCENTES, WASHINGTON, IND., meet 1&3 Sunday 2 p.m., Red Men's Hall L. E. Marritt, 515 W. Main st..... C F. L. Nimanicht, 1406 McCormick av..... F & I

290—NEMADJ, W. SUPERIOR, WIS., meet 2d & 4th Sunday, 2 p.m., Odd Fellows Temple. O. J. Whereatt, 2006 Banks av..... C M. T. Osborn, room 39 Watkins Block. F. T. Stewart, 1017 Hughtitt av..... I

291—PETERSBURG, CREWE, VA., meet 1st & 3d Sun. 2:30 p.m., B. L. E. Hall. P. J. Crannis, Box 41..... C C. Shank, Box 2 John A. Carlin..... I

292—UNITED, MIDDLETOWN, N. Y., meet 1st Sun. 10:30 a.m., & 3d Sun. 2 p.m., Times Building, Center & King sts. M. J. Quinn, 16 Albert st..... C Thos. Farrell..... I Chas. Tierney, 50 Broad st..... I

293—KEYSTONE, ALLEGHENY, PA., meet 2d Sunday, 2:30 p.m., & 4th Monday, at 9:30 a. m., Penna av. and Bidwell st. F. Johnston, 108 Laurel av., Ben Avon, Pa..... C E. E. Jordan, 1824 Franklin st..... F J. W. Keys, 1108 9th av., Beaver Falls. I

294—PORT DARBORN, CHICAGO, ILL., meet 2d Monday, 1 p.m., & 4th Sunday, at 8 p.m., cor. Western & Chicago av. John J. Dwyer, 56 California av..... C Elbert Battistoni, 477 Park av..... F A. Carvina, 688 Park av..... I

295—PARKDALE, TORONTO JUNG., ONT., meet 1st Sunday & 3d Monday at 2:30 p.m., B. L. E. Hall. Thos. F. Charlton, 71 O'Hara av., Toronto, Canada..... O S. G. Martin, High Park av..... F J. Neilson, 138 Close av., Toronto, Ont..... I

296—LORAIN, O., meet 2d & 4th Sunday 2 p.m., K. of P. Hall, Penfield av. opposite Brass Works. M. H. Carpenter, 1701 Oakdale av., O. G. W. Nicholson, 1724 Woodland av..... F & I

297—GREEN BAY, WIS., meet 1st & 3d Sunday, 2:30 p.m., K. of P. Hall, Duchateau Block, Main st. I. Spitzer, 700 S. Broadway..... C J. O. Wigman, 801 S. Webster av..... F P. H. Deguire, 800 Crook st..... I

298—W. L. SCOTT, ERIE, PA., meet 2d Sunday, 1:30 p.m., 4th Sunday, 7:30 p.m., Engineers' Hall, 1220 State st. W. F. Raynor, 226 E 17th st..... C

299—D. H. NICHOLS, CHARILLO, TRX., meet 1st & 3d Thursday at 1:30 p.m. and 2d & 4th Sunday, at 8 p.m. in Union Hall. E. P. Cooley, L. Box 114 Roswell, New Mexico..... O M. D. Carlton, 300 N. Richardson av., Iowa Falls, N. M..... I Henry O. Lewis..... I

300—LAKE MICHIGAN, MICHIGAN CITY, IND., meet 1st & 3d Sunday, 2 p.m., I. O. F. Hall. R. E. Doherty, 122 E. 6th st..... C W. E. Precious, 217 Pine st..... F & I

301—CENTRAL, ROANOKE, VA., meet every Sunday, 2 p.m., Red Men's Hall, cor. Campbell bl. & Henry st. R. E. Adams, cor. 18th st. & Rorer av. O. J. M. Doerding, 820 Salem ave. F&I

302—LAKE, CHICAGO, ILL., meet 2d & 4th Saturday evenings, Schell's Hall, Wentworth av. and 51st st. A. H. Marsch, 4256 State st..... C Geo. Bodley, 323 W 53d st..... F T. Lowe, 4457 Princeton av..... I

303—INGRAHAM, CHADRON, NEB., meet 1st & 3d Sunday, 2 p.m., Masonic Hall, Main st. James F. Stanton..... C John Fritzcuze, Box 518..... F Wm. M. Cooley, L. Box 87..... I

304—LESTER ADAMS, E-SAGINAW, MICH., meet 1 & 3 Sun. Lester Adams Hall. Peter Greiner, 604 N. Warren st..... C B. Moore, 712 Meredith st..... I Robt. Keld, 823 N Second st..... I

305—W. J. HULL, HALSTEAD, PA., meet 1st Saturday, 8 p.m. & 3d Sunday 1:30 p.m., Clunee Hall, Main st. C. T. McCormack, Box 681..... C S. H. Wells, Box 151..... F James Snover..... I

306—CRESTLINE, O., meet 1st & 3d Monday, 1:30 p.m., Firemen's Hall, Janney's Blk. C. Hargett..... C S. Brandt..... F & I

307—GABRIEL, SAN ANTONIO, TEX., meet every Friday, 2:30 p.m., Gallagher's Hall, 1612 W Commerce st. E. E. Hammond, 1720 W Commerce st. O. S. S. Crew, 1719 W Commerce st..... F A. S. Brown, 1806 W Commerce st..... I

308—NISSIPING, N. BAY, ONT., meet 1st & 3d Monday, 2 p.m., B. of L. E. Hall, Main st. H. H. Fredon..... C John Morris, Box 236..... F James Fowler, P. O. Box 36..... I

309—ORANGE BELT, JACKSONVILLE, FLA., meet 2d & 4th Sun. 2 p.m., Masonic Temple, Bridge and Foresth sts. E. W. Rowland, Sanford, Fla..... F&I O. J. P. Thompson, 455 Winter st..... I

310—THOMAS T. TRICE, DERRY STA., PA., meet 1st & 3d Sun. 2 p.m., 42d Thura. Wm. Brown's Hall, Chestnut st. H. J. Brown..... C Wm. Ramsay..... F Daniel Brown..... I

311—GARDNER R. COLBY, RINGHALTON, N.Y., meet 2d & 3d Sunday, I. O. O. F. Hall, 290 N. Shenango st. F. G. Townsend, 125 Robinson st..... O J. Watson, 11 Doubleday st..... F&I

312—OLD COLONY, BOSTON, MASS., meet 2d Sunday 10 a.m., & 4th Sun. 2 p.m., Lawrence Hall, 724 Washington st. J. Fletcher, 81 Paul Gore st..... C O. P. Shufelt, 8 Walpole, Mass..... F Stephen Gotham, 688 Cambridge st., Fall River, Mass..... I

313—SEBOWICK, MONTREVILLE, MINN., meet 1st & 3d Sunday, 2:30 p.m., A. O. U. W. Hall. Jno. F. Jones..... O Fred Tyedman..... F&I

314—SEASIDE, ROCKY MOUNT, N.C., meet every Sun. 11 a.m., Masonic Temple, Louis Wackmuth, 221 E. 1st st. W. H. Horne, Box 324..... F T. H. Lancaster..... I

315—CLINTON, ILL., meet every Sunday, 2 p.m., in Engineer's Hall. J. R. Lawrence..... C F. E. Miller..... F R. H. Edmiston..... I

316—HAZLETON, PA., meet 2d & 4th Sun. 1 p.m., Union Hall, N Wyoming st. Ed. L. Lindemuth, 20 N. Cedar st. O. Jas. Goyne, Freehold, Pa..... F Oscar Kleckner, 120 N. Laurel st..... I

317—ROBERT ANDREWS, ALEXANDRIA, VA., meet 1st & 3d Sunday, 2 p.m., Potomac Lodge, I. O. O. F., Columbus st., bet. Cameron and Queen sts.

318—FOREST CITY, CLEVELAND, O., meet 2d & 4th Sunday, 1:30 p.m., Merrill's Hall, 689 Pearl st. Wm. B. Prenter, 368 Dunham av..... C O. F. Harris, 11 Eastman st..... F A. Cummings, 25 Brook..... I

319—WANGOON, CHAPLEAU, ONT., meet 1st & 3d Monday, 2 p.m., I. O. F. Hall, over Public Library. Thos. Burt..... C James D. McAdam..... F J. A. Rathwell..... I

320—KAMLOOPS, VANCOUVER, B. C., meet 2d & 4th Tuesday of each month, 8 p.m., Sullivan Hall, Cordova st. Robt. McE, 618 Homer st..... C N. J. Scott, 1056 Harwood st..... F H. Andrews, 1068 Davie st..... I

321—MAX NATHAN, MANCHESTER, VA., meet 2d & 4th Monday, Toney's Hall, 11th & Hull st. J. T. Garrett, 1217 Decatur st..... O T. N. Durvin, 2016 Fairmount av., Richmond, Va..... I J. E. McAllister, 1106 Hull st..... I

322—SASKATCHEWAN, MEDICINE HAT, N. W. TER., meet 1st Saturday and 3d Wednesday, 19:30, Colter's Hall. J. Canty..... C F. Ferguson..... F R. M. Hardy..... I

323—STAR, AUGUSTA, GA., meet 2d & 4th Sunday, 2 p.m., Red Men's Hall, Liberty Building, Broad & Jackson. R. L. Palmer, 42 Polk st..... C L. L. Clark, 706 Jackson st..... F L. T. Moody, 1111 Roberts st..... I

324—NEAR LAKE, MONTPELIER, IDAHO, meet 1st & 3d Sat. 7 p.m., B. L. E. Hall. Joseph Bagley..... C Wm. Hull..... F Frank Hutchins..... I

325—ANDREW CARNEGIE, WILKINSBURG, PA., meet alternate Sundays, 2 p.m., in Hall, cor. Penna and Wood sts., Wilkinsburg, Pa. R. I. Cunningham, 418 West st. sta. D. A. W. Routh, 516 Kirtland, Pa..... F A. H. Butler, 625 Kirtland st., E. E. Pittsburg..... I

326—OUACHITO, MONROE, LA., meet 1st Sunday at 2:30 p.m. and 3d Sunday at 7:30 p.m., K. P. Hall. R. M. Sibley, Cor. 7th & Adams sts., C. W. Kennedy, Box 82..... F J. W. Doyle, Box 417..... I

327—BRIDGE AND TUNNEL, ST. LOUIS, MO., meet 1st & 3d Saturday, 7:30 p.m., Oriental Hall, Jefferson av. & Adams. Alf Long, 8066 Thomas st..... C H. A. Walter, 2301 Eugenia st..... F & I

328—DEWEY, BUFFALO, N.Y., meet 1st & 3d Wednesday, 8 p.m., 13 1/2 Swan st. Wm. E. Foley, 267 7th st..... O Wm. H. Walsh, 1916 Batler st..... F J. H. DeWolf, 214 N Division st..... I

329—FRIENDSHIP, YOUNGSTOWN, OHIO, meet 2d Monday & 4th Sunday, 8 p.m., B. of E. T. Hall. J. B. Donovan, 623 Belmont av..... F J. E. Farrell, 220 Custer av..... F & I

330—GREEN MOUNTAIN, ST. ALBAVS, VT., meet 2d & 4th Sunday, 2:30 p.m., B. of L. E. Hall, 142 Main st. J. G. Hoyt, 8 Brainerd st..... O J. E. Richardson, 10 Edward st..... F Geo. E. Taylor, 11 Upper Weldon st..... I

331—SEABOARD, PORTSMOUTH, VA., meet 1st & 3d Sunday, 2 p.m., in Knights of Columbus Hall, 302 & 304 High st. J. H. Boyd, 511 Washington st..... O L. M. Lattimer, 425 Queen st..... F & I

332—GABBETT, MONTGOMERY, I.A., meet 1st & 3d Sunday, 11 a.m., I. O. O. F. Hall, Court Square. A. E. Moore, 387 Martha st..... C P. H. Murphy, 310 N. Hull st..... F J. C. McLain, 626 Columbus st..... I

333—

334—P. M. GRAY, COLUMBUS, O., meet 2d & 4th Sunday, 2 p.m., Lyndon Blk High st. and 5th av.

323-TAHANTO, COSCORD, N.H., meet 1st Sunday, 4 p.m., & 3d Sunday, 1 p.m., B. L. E. Hall, Hill's Bk. N. Main st. J. P. Callahan, 24 Percy st. E. M. Buckley, 42 1/2 South st. F & I

326-T.F. DUNAWAY, OSAWATOMIE, KAN., meet Sundays, 3 p.m., Firchow Hall, H. McFee, C. Snyder, C. W. Cook

327-GARRITT HOGART, JUNCTION, N.J., meet 2d & 4th Sun, 2 p.m., Wells Hall, C. F. Adams, R. W. Taylor, Box 644

328-MACKINAW, WEST BAY CITY, MICH., meet 2d & 4th Sun, 2 p.m., K. P. Hall, Robt. B. Ketchum, 510 N. Fremont st. C. Thos. J. Doyles, 605 North Lincoln st. J. H. Hatchard, Catherine st.

329-DAK CITY, HALEIGH, N.C., meet 1st & 3d Saturday at 8:00 p.m., W. A. Falson, E. A. Muse, 215 N. Salisbury st. H. J. Heilie

330-JENNING, CHARLESTON, S.C., meet 2d & 4th Sunday, 3 p.m., Irish Volunteer's Hall, King st. H. G. Semence, 129 Spring st. C. H. Burn, 89 Spring st. F & I

331-BISSING LINK, WOODSTOCK, N.H., meet 1st and 3rd Sunday, at 2 p.m., in K. P. Hall, King st. Harrie E. Currie, Box 50. A. G. McGibbons, W. H. Sanders.

332-DIAMOND STATE, WILMINGTON, DEL., meet 2d & 4th Sunday, Red Men's Hall, 515 Shipley. N. L. Henderson, 1077 Trenton Pl. C. John F. O'Neill, 1306 W. 7th st. R. W. Harrison, 618 Van Buren st.

333-HUNTINGBURG, PRINCETON, IND., meet 1st & 3d Sunday, 2 p.m., Union Hall, South Seminary st. James Buchanan, So. Gibson st. Wm. V. Miller, 1101 S. Seminary st. F. E. Meixner, So. Seminary st.

334-WELLINGTON, KAN., meet every Thursday, 1 p.m., B. of L. E. Hall, Henry Hansen, 617 E. Lincoln ave. C. S. H. Harner, Box 369. John G. Beard

335-OLEAN, N. Y., meet 1st Sunday at 2 p.m., & 3d Sunday at 7:30 p.m., Miller's Hall, State st. E. A. Good, 1043 Genesee st., Rochester, N. Y. J. C. Hamilton, 307 N. Union st. Wm. Gannon, 215 Winters av.

336-HORTON, KAN., meet 2d & 4th Sunday, at 7:30 p.m., A. O. U. W. Hall, Lee Parrish, Daniel Hill, L. Box H. O. B. Killmer, Box 606.

337-OTTER CREEK, RUTLAND, Vt., meet 1st & 3d Sun, W. R. C. Hall, Merch't Bldg. C. P. Sullivan, 312 West st. C. J. F. Dennis, 21 Pine st. C. S. Wardwell, 110 Wales st.

338-NEW LONDON, CONN., meet 1st & 3d Sunday, 10:30 a.m., Williams Block, 104 State st. Wm. O. Prince, 700 Main st. C. T. Decker, 259 H. West st. C. J. Keach, 17 Canal st. Bratt'lboro, Vt.

339-ZENITH, ST. PAUL, MINN., meet 1st & 3d Sunday, 2:30 p.m., I. O. O. F. Hall, Reaney and 7th sts. H. A. Young, 611 Lawson st. C. W. O. Heller, 491 Collins st. F & I

340-WILHELM H. FON, FOARD, PA., meet 2d & 4th Sunday, 6 p.m., Odd Fellows Hall, Wm. Rees, J. E. McAvoy, M. T. Connor, 609 Fairview ave., Butler, Pa.

341-FLICKWIL, SHELANDIA, VA., meet 2d Sunday, 1:30 p.m., and 3d & 4th Sunday, Odd Fellows' Hall. J. B. Shultz, H. Dorraugh, Box 95. John M. Buchanan, 553 W. Washington st., Hagerstown, Md.

342-UNITED LINK, MARTINSBURG, W. VA., meet Mondays, 2 p.m., K. P. Hall over People's National Bank. F. L. Brown, 129 E. Rose st. J. A. Bowers, 520 N. Queen st. F & I

343-GRG. W. CHILDS, W. PHILADELPHIA, PA., meet every Thursday, 7:30 p.m., Landes Hall, N. W. Cor. 634 & Woodland ave. John L. Jett, 1310 S. 50th st.

344-KANKAKEE, ILL., meet 1st & 3d Monday, 2 p.m., Arcade Hall. Chas. E. Miller, 227 Station st. Bruce Walker, 360 Dearborn av. F. J. Harrington, 364 Schuyler av. I

345-ALBERTA CALGARY, N. W. TER., Arch Cole, Olex Coleman, Box 132. Alex Matheson.

346-BRECKENRIDGE, MINN., meet 2d Sunday, 7:30 p.m., & 4th Sunday, 6 p.m., in K. P. Hall. F. A. Goddard, L. B. 381, Breckenridge, Minn. John J. McCabe, L. Box 305. F & I

347-S. MINNEAPOLIS, MINN., meet 1st & 3d Sunday, 2 p.m., A. O. U. W. Hall, Bloomington and Franklin av. Frank M. Dunn, 1810 13th av. S. John D. Weaver, 1605 & 27th st. Geo. W. Vore, 1632 E 17th st.

348-GEN CITY, DAYTON, O., meet 2d & 4th Sunday 2 p.m., B. L. E. Hall, Jefferson st. F. C. Prouse, 41 Ringgold st. F. C. Prouse, 30 Maple st. P. D. Fairman, 2628 E. 3d st.

349-SCHRAAG, NEVADA, MO., meet 2d & 4th Saturday, Eagle Hall, Robinson Bldg. Cor. Cedar & Walnut sts. W. J. Rooney, 237 N. Elm st. F. R. Farley, 628 E. Vernon st. A. H. Page, 220 S. Oak st.

350-WATSON, MASSILLON, O., meet 1st & 3d Mon. at 7 p.m. and 2d & 4th Sunday, 1:30 p.m., 3d Floor Awl-ticure Bldg., 7 W. Main st. Geo. J. Brown, 120 E. Tremont st. M. H. Loring, 660 S. Erie st. W. O. Jones, 2314 Caledonia av., Toledo, I.

351-NEW ALBANY, IND., meet 2d & 4th Sun. B. L. E. Hall, State & E. Market. John W. Vaughan, 1515 E. Oak st. C. J. F. Kurfess, 1215 E. Elm st. F & I

352-GRAND RONDE, LA GRANDE, ORE., meet 1st, 2d, 3d Tuesday & last Sun. 2 p.m., K. P. Hall. G. A. Curtis, Box 242. Henry Henson, Box 366. O. W. Moon, Box 658.

353-HANGING ROCK, SOMERSET, KY., meet every Tuesday, 2 p.m., Johnson's Hall. J. L. McEwen, G. L. Kifer, J. G. Dickman.

354-WICHITA, KAN., meet every Monday at 7:30 p.m. over 314 North M. C. M. Aylor, 416 West 3d st. Wm. Ledgerwood, 307 N. Waco av. J. W. Page, Box 513, Eldorado, Kan.

355-DAIR, LOUISVILLE, KY., meet 2d & 4th Sunday, 9:30 a.m., Schweizer Hall, Jefferson st., between Shelby & Clay sts. G. Heffner, Bellaire av. Sta. A. G. L. Scott, 1615 Pope st. J. P. McKenna, 941 Washington.

356-SAN JACINTO, HOUSTON, TEX., meet Tuesdays, 9:30 a.m., K. P. Hall, Sward. S. B. French, 1611 Hardy st. D. M. Moody, 219 Terry st. A. DeLhammo, 1717 Brooks av.

357-W.F.P. HALLSTEAD, SYRACUSE, N.Y., meet 1st & 3d Sunday, 10:30 a.m., B. L. E. Hall, over D. L. & W. Der. J. H. Chamberlin, 1212 W. Onondaga. H. H. Cockendall, 106 Merriman av. Edw. Dodd, 307 Midland av.

358-GATE CITY, ATLANTA, GA., meet every Sunday, 2 p.m., Kizer Law Building, Pryor and E. Hunter st. T. O. Waters, R. F. D. No. 3 Atlanta, Ga. W. S. Simmons, 228 Simpson st. R. B. Deavour, 271 Cooper st.

359-ORIENTAL, ST. PAUL, MINN., meet 2d & 4th Sunday, 7:30 p.m., I. O. O. F. Hall, Payne av. John Collins, 688 Otsego st. Thos. Robinson, 416 Mt. Ida st. F. E. Roe, 761 Edgerton st.

360-S.S. BROWN, PITTSBURG, PA., meet 2d Sun., 2:30 p.m., & 4th Tuesday, 7:30 p.m., Hazelwood, Lanting & Lint Co's Hall, near Hazelwood & 7th aves. Wm. R. Lowe, 5107 Blair st. J. F. Willis, 5227 Lafayette st. F & I

361-MOUNTAIN, EAST LAS VEGAS, N.M., meet every Tuesday, 10 a.m., Jr. O. W. A. M. Hall.

362-BELLES, FOND DU LAC, WIS., meet 1st & 3d Thursday, 7:30 p.m., Forester's Hall, 63 S. Main st. H. E. Hoffman, 385 Wisconsin av. N. J. O. J. F. Frencor, 82 W. Division st. F & I

363-W. A. ROEBLING, TRENTON, N. J., meet 2d & 4th Sunday, 8 ar Hall, 189 So. Broad st. Chas. Coque, Boivoldere, N. J. C. W. C. Massey, 157 Passaic st. F. W. H. Miller, 100 Clinton av.

364-EASTERN SHORE, DELMAR, DEL., meet 1st Sunday, 1:30 & 3d Saturday, 7 p.m., Elliott's Hall. Geo. M. Barr, O. D. J. Parker.

365-OLD DOMINION, SPENCER, N. C., meet every Monday, at 10:30 a.m. J. L. Allen, 581 Worsham st., Danville, Va. W. D. Pethel, Wachovia Bldg.

366-LEHIGH, LEHIGHTON, PA., meet 1st & 3d Sunday, 2 p.m., Reber's Hall, Amundus Rehrig, Box 716. C. Benj. Barolet, Box 181. D. W. Newhart, Box 342.

367-ST. LAWRENCE, OGDENSBURG, N. Y., meet 2d & 4th Sunday, 2:30 p.m., B. L. E. Hall, 257 Ford st. P. J. Murray, Ford st. B. C. Mitchell, 96 Greene st. F & I

368-NITTLETON, SPRINGFIELD, MO., meet 1st & 3d Tuesday, 2 p.m., Odd Fellows Hall, Booneville st. H. A. Colvin, 102 Lincoln st. O. L. D. Morris, 730 Ross st. F & I

369-ASHLAND, WIS., meet 2d & 4th Sun. 2 p.m., Elfeld Bldg., Vaughn and 2d. H. O. Perkins, 1001 Ellis av. John Meeks, 911 Prentice av. R. S. Cochran, 200 7th st. E.

370-SAYRE, P. O. S. of A. Hall, Elmer Block. Chas. Palmer, 316 Desmond st. Miles A. Ellis, 3018, Wilber av. Alex. Thompson, 122 N. Elmer st.

371-RIDEAT, SMITH FALLS, ONT., meet 1st & 3d Tues. 1:30 p.m., B. of R. T. Hall, Wm. Robinson. James Currier, Alphonse Taquany.

372-ELECTRIC CITY, BUFFALO, N. Y., meet 2d & 4th Tuesday, 8 p.m., F. Wagner's Hall, Eagle & Jefferson. W. J. Miner, 534 Engle st. W. F. Hessler, 155 Park Vine av. F & I

373-NEEDLES, CAL., meet every Monday, 2 p.m., Thos. E. Gallagher, W. Bispham, Box 69.

374-VAN WERT, O., meet 1st & 3d Sunday, Union Hall, Wash'g't'n & Water W. R. Campbell, 122 N. Shannon st. Wm. E. Scott, 408 N. Jefferson st. Wm. E. Marsh, 502 George st.

375-MIDLAND, COLORADO CITY, COLO., meet every Mon. 7:30 p.m., O. F. Hall, J. V. Smith, 1727 Colorado av. Rob. C. Brockie, Box 202. D. J. Swisher.

376-TOMBIGBE, BIRMINGHAM, ALA., meet every Sunday at 10 a.m., Red Men's Hall, 1917 1/2 1st av. J. M. Ayers, 2129 11th av. D. H. Badgley, 1615 Mamie ave. F & I

377-W. JERSEY, CAMDEN, N.J., meet 2d & 4th Sunday, 10 a.m., Morgan's Hall 4th and Market sts. R. S. Doughty, Glassborough, N. J. R.iley Van, 621 N. 2d st. John A. Cashman, 22 1/2 6th st.

378-LALMIERE, QUEBEC, P. Q., meet 1st & 3d Sunday, 153 St. Joseph st. Wm LeBlanc, 185 Crown st. A. Beaudry, 165 Chapelle st. L. S. Cook, Fremont, Neb., meet 2d & 4th Sunday, 2 p.m., Central Block, cor 6th & F sts. Geo. Johnson, 151 Popble st. W. N. Fischer, 433 Platte av. E. G. Connor, 1047 E. 5th st.

379-CITY OF WINDSOR, WINDSOR, ONT., meet alternate Tuesdays, Laing's Hall, Ouellette v. C. Knight, Box 272. D. Lanspary, Box 362. W. G. Fulding, Sandwich st.

380-SANTA FE, FT. WADSWON, IA., meet 1st & 3d Sun. 2:30 p.m., Heady's Hall, Jas. Carroll, 2411 Des Moines st.

392—MILK RIVER, GLASGOW, WYO., meet 1st & 3d Sunday of each month. Wm. Woodford. C John S. Fraser. F O J. Anderson. I

393—GRAND RIVER, LAFEDO, MO., meet 2d & 4th Sunday, 2:30 p. m., Masonic Hall. J. T. Sweeney, East Calhoun st. Chillicothe, Mo. F J. W. Stipp. F&I

394—P. H. PECK, CHICAGO, ILL., meet 2d & 4th Sunday, 10:30 a. m., Auburn Hall, 78th st. C Jas. O'Connell, 618 W. 80th st., Chicago, Ill. C Robert A. Shepherd, 7822 Lowe av. F H. C. Raugh, 7828 Hawthorne av. I

395—MISSISSIPPI, DULUTH, MINN., meet 2d & 4th Sunday, 1:30 p. m., Columbia Hall, 26th av. West & Superior sts. Theo. Beaudry, 2117 W. Second st. O H. H. Scobie, 2406 W. 3d st. F J. A. Cullen, 1168 W. Superior st. I

396—L. W. PARR, ARGENTINE, ILL., meet 1st & 3d Sunday, 2 p. m., K. P. Hall. O A. G. Hake. C O. M. Riddell. F&I

397—E. W. HAYES, BEATRICE, NEB., meet 2d & 4th Sunday, 2:30 p. m., K. P. Hall. G. E. Lewis, 601 9th st. O J. W. Dobbins, 906 9th st. F Noah Clark, Box 83, Stromsburg, Neb. I

398—DEWEY, SAN BERNARDINO, CAL., meet 1st and 3d Monday and 2nd and 4th Sun. 2 p. m., I. O. O. F. Hall. K. Long. F R. W. Park, 641 1/2 8th st. F P. R. McNeil, 1549 Pacific st. S. Berna. I

399—PIGOT SOUND, SEATTLE, WASH., meet 2d & 4th Sunday, 7:30 p. m., N. Y. Bldg., Second av. and Cherry st. A. O. Wishard, N. P. round house. O Jas. J. Grant, 814 8th av. So. F&I

400—ST. CARMEL, ILL., meet 1st & 3d Sunday, 2 p. m., Engineers Hall, cor. 8d & Main. H. W. Baldwin, Box 238. C M. C. Davis, Box 175. F&I

401—JOS. H. SANDS, RUANOKE, K. P., meet 1st & 3d Sun., at 2:30 p. m., K. P. Hall, Exchange Bldg., Salem & Jefferson. R. D. Carlisle, 1812 Patterson av. S. W. C James M. Tutwiler, 608 Salem av. F&I

402—DECAPOD, ELLENBURG, WASH., meet 2d & 4th Sun., 2:30 p. m., K. of P. Hall. John A. Patchett, L. Box 642. C J. B. Wilson, Box 297. F Leonard Lathrop. I

403—G. R. SMITH, DIXMORE, PA., meet 1st & 3d Sunday, 2 p. m., B. L. E. Hall, E. & W. Depot. A. E. Finch, 28 Cherry st. C Chas. E. Collins, 25 Cherry st. F&I

404—GEO. W. TILTON, CHICAGO, ILL., meet 2d & 4th Sunday, 9:30 a. m., Hall, 307 W. Lake. C Frank Lavalley, 1925 Carroll av. C M. Murray, 41 Harding av. F N. A. Warren, 1938 Carroll av. I

405—MILWAUKEE, WIS., meet 2d Sunday, 2 p. m., and 4th Sunday, 7:30 p. m., Deuter's Hall, Reed & National. Wm. C. Miller, 364 Hanover st. C R. C. Gates, 316 Mineral st. F & I

406—CONEAU, PA., meet 1st & 3d Sun., 1:30 p. m., B. L. E. Hall, Main st. M. H. Hoy. C John Hoy, Box 29. F Thos. P. Cassidy. I

407—A. L. TYLER, ANNISTON, ALA., meet 2d and 4th Sunday, 2 p. m., 95 2d st. C T. H. Clements. C J. D. Brock. F R. W. Moffett, Attalla, Ala. I

408—KAWAWA, MIDDLEPORT, OHIO, meet 2d & 4th Sunday, 1 p. m., K. of P. Hall, cor. 2d & Rutland sts. A. P. Hill. O L. A. Fulcher. F&I

411—WAKOING, FAINEVILLE, O., meets 2d Sun., 9 a. m., & 4th Sun., 1 p. m., Foresters Hall. W. A. Elwell, Washington st. C G. H. Glenn, 207 Courtland st. F & I

412—LEAVENWORTH, KAN., meet 1st & 3d Saturday, 3 p. m. W. H. Putman, 400 Quincy st., Topeka, Kas. C W. W. Brownhill, 280 Delaware. F & I

413—CYCLOCK, WELROSK, MINN., meet 2d & 4th Sun., 2:30 p. m., K. of P. H. J. V. E. Young. C Harvey Row, Box 250. F Chas. Godson. I

414—R. H. COLEMAN, LEBANON, PA., meet 2d & 4th Sunday, 1 p. m., K. P. Hall, 7th & Cumberland. C Watson Albright, 1047 Cumberland. C R. S. Malsberger, 930 Cumberland st. F Jacob Brandt, 849 N. 10th st. I

415—GRANITE, ROCKLIN, CAL., meet every Tuesday, 2 p. m., Masonic Hall. O A. Fogus. C E. E. Nobel. F P. J. Freeman. I

416—CHARTIERS VALLEY, CARNEGIE, PA., meet 1st & 3d Tuesday, 8 p. m., Co-operative Hall, 109 E. Main st. J. J. McCully, 414 Chartiers st. C Geo. B. Kesch, Box 147, Ingram, Pa. F Robert Ramsey, 433 Broadway. I

417—HARMONY, PEORIA, ILL., meet 1st Saturday, 7:30 p. m., & 3d Sunday, 2:30 p. m., Observatory Bldg., So. Adams & Chas. T. Monte, 1315 N. Jefferson av. C R. M. Orr, 211 4th st. F W. J. Oosterhout, 723 Oakland av. I

418—SILLOWAY, MECHANICSVILLE, N. Y., meet 2d & 4th Sunday, 2 p. m., I. O. O. F. Hall. D. J. Hollman, Box 443. C James Connor, Box 342. F&I

419—KINGS COUNTY, BROOKLYN, N. Y., meet 2d Sunday, 10:30 a. m., & 4th Saturday, 8 p. m., Penn. Fulton Hall, Penn av. & Fulton st. C Julius Schueler, 2075 Pacific st. C M. C. Baldwin, 761 Hancock st. F E. F. Colbath, 2182 Fulton st. I

420—WYOMING, TWO HARBORS, MINN., meet 2d & 4th Sunday, 2:30 p. m., Masonic Hall. W. C. Truman. C W. R. Parker, L. Box 670. F A. N. Hunter, Box 6. I

421—J. D. LANE, EAST BUFFALO, N. Y., meet every Wed. eve'ng, 8:00 Weiden. R. F. Leflin, 1801 Bailey av. C W. A. McMullen, 314 Goodyear av. F W. F. Olewine, 508 Walden av. I

422—GOODLAND, KAN., meet every Wednesday, 2 p. m., K. of P. Hall. O P. J. McBride, Box 182. C H. K. Adams. F E. C. Wiley. I

423—TUSCUMBIA, ALA., meet 2d and 4th Sunday, 9 a. m., Masonic Hall. S. G. Ferguson. C R. J. Anderson. F E. O. Mays, 630 Holmes st., Huntsville, Ala. I

424—JERSEY SHORE, PA., meet every Monday, 7:30 p. m., Firemen's Hall, Miller blk. cor. Allegheny & Broad st. C S. Brumbaugh, Vias, Pa. C M. H. Straus, Vias, Pa. F L. E. Scherer, Box 604. I

425—A. J. STEVEN, DUNSMITH, CAL., meet every Wednesday 2 p. m., at Brantleters Hall. F J. Hollis. C D. Freel. F C. O. Busell, Box 554. I

426—WILLIAM L. ALEXANDER, NEW ORLEANS, LA., meet 1st Monday, 12:30 p. m., & 3d Monday, at 5:30 p. m., I. O. O. F. Hall, Camp st. P. H. Miller, 1830 Elysian Fields av. C J. J. McDonnell, Box 1218. F John Gallivan, 1416 Magazine st. I

427—W. H. REILLY, YOKUM, TEX., meet every Sunday, 8 p. m. I. J. Miller. C H. M. Phelps. F J. F. Conlon. I

428—MIZZAP, ST. LOUIS, MO., meet 1st & 3d Thursday, 1:30 p. m., Engineers Hall, over drug store, cor. Chouteau & Manchester Road. C F. R. Platt, 319 Shaw. C

429—GALETON, PA., meet 2d & 4th Sunday, 9:30 a. m., Masonic Hall. O Fred V. Balch. C Edw. D. Davis, Box 158. F E. A. Lacy, Box 158. I

430—TRINIDAD, COLO., meet 2d & 4th Sun., 2 p. m., I. O. O. F. Hall, Main st. Thos. O'Neil, 318 Baca st. C J. H. Pilkington, 781 San Pedro st. F Geo. S. Long, 1313 Buena Vista st. I

431—BLUE VALLEY, FAIRBURY, NEB., meet 1st & 3d Thursday, 2 p. m. O J. A. Ony Kendall. C J. B. Powers, 923 P st. F H. M. Cyphers. I

432—LUXAPAILHA, AYO ND ALE, ALA., meet every Sunday, 8:30 a. m., Moore's Hall. Geo. F. Garrett, 4302 2d ave. C Geo. T. Roberts, Box 95. F W. G. Jones, 218 S. 12th st. Col' bus, Miss. I

433—A. GUSTIN, HOISINGTON, KAN., meet 1st & 3d Tuesday, 8:30 p. m., Masonic Hall. James Gleadall. C E. H. Heath, Box 33. F A. Goodwin. I

434—G. W. HALLSTAD, ELMINA, N. Y., meet 1st & 3d Sunday, 2 p. m. John E. Evans, The Dea, House. O T. H. Gowman, 833 Thurston st. F Frank L. King, 1022 Lake st. I

435—FLORAL, HAMLET, N. C., meet 2d & 4th Sunday, 2 p. m. J. B. Powers. C J. R. Gordon. F & I

436—ALABAMA GREAT SOUTHERN, BIRMINGHAM, ALA., meet 1st & 3d Monday, at 9:30 a. m., Magnolia Lodge, I. O. F. Hall, 3rd ave. H. W. Elliott, Box 23d av. C J. L. Haver, 809 S. 20th st. F B. H. O'Brien, 2704 Av. G. I

437—T. WOLFEILL, CHESTERLAND, MD., meet 1st & 3d & 5th Saturday, 7:30 p. m. D. F. Fisher, 50 Columbia st. S. Hendrickson, 226 Centre st. F E. B. Creel, 180 Virginia av. I

438—J. N. GALBRAITH, LAFAYETTE, TEXAS, meet every Sun., 2 p. m., K. P. Hall. John J. Keenan, 1619 W. Farragut st. O Phil Scott, 1508 Rosario st. F & I

439—RAY STATE, BOSTON, MASS., meet 2d Sun., 2:30 p. m., 4th Sun., 10:30 a. m., Lawrence Hall, 724 Washington st. W. G. Alexander, 28 Pond st., Hyde Park, Mass. C E. E. Potter, 8 G st., So. Boston. F J. E. Dillingham, Milford, Mass. I

440—PLEASANT RIVER, HENDERSON, NE., meet 1st Mon. & 3 Tues. 1:30 p. m. Thomas Gries, 114 Ashworth Pl. C H. Small, Box 66. F E. E. Ames. I

441—JAS. M. ROON, SYRACUSE, N. Y., meet every Thursday, 7:30 p. m., Eastside Bldg., Genesee st. I. C. Ackerman, 114 Ashworth Pl. O John Scanlon, 720 E. Jefferson st. F E. Bosley, 211 University av. I

442—ART, JOHNSBORO, ARK., meet every Sunday, at 2 p. m., in I. O. O. F. Hall. W. S. Wilson. C R. M. Slaughter, 514 W. Monroe av. F&I

443—CORNER D'ALENS, STARBUCK, WASHINGTON, meet 1st & 3d Sat., 2:30 p. m. W. H. Barnhart, E. 2906 3d av. C H. O. Bingham. F J. T. Campbell, 1911 Gardner av., Spokane, Wash. I

444—K. L. RUSSELL, MURPHYSBORO, ILL., meet 2d Sun., & 4th Mon., 9 a. m. R. E. Minton, 192 7 W. Pine st. C W. H. Hackney, 1411 Walnut st. F&I

445—JOHN W. NELSON, FT. SMITH, ARK., meet every Sunday, at 1:30 p. m., in K. of P. Hall, 708 Genesee st. Geo. Daniels, 1002 N. 5th st. C Geo. Kirk, 1008 N. 5th st. F W. T. Harlan, 1211 N. 6th st. I

446—R. PIOPIERO, ALBUQUERQUE, N. M., meet Thursdays, 2 p. m., K. P. Hall. O D. Klumpp. C J. H. Fenner. F C. A. Stowell, 636 So. Arno st. I

447—BELLEVUE, O., meet 1st Sunday at 2:30 p. m., and 3d Friday, 7:30 p. m., B. L. E. Hall. C F. L. E. Hall. I

446—E. H. SMITH, BLUEFIELD, W. VA., meets every Sunday, in E. of L. E. Hall, 9 a. m., Marcus Bldg. S.L. Ballangee, 36 Rogers st. F J. W. Simpson T. F. Weaver, Higginbotham av. F

449—MARSHALL, AMERICA, GA., meets every Sunday, 2 p. m., Masonic Hall, Geo. J. Ritten, 205 B. East st. C. A. Oculpepper, 6 Lee st. F & I

450—NY. TACON, TUSCALOOSA, ALA., meets 1 & 3 Sun., 9:30 a. m., Elks' Hall, P. H. Hannan O R. B. McPherson F D. R. Bettis, 122 Church st., Montgomery, Ala. I

451—SILVER STATE, DENVER, COLO., meets every Monday, 7:30 p. m., Woodmen's Hall, cor. S. 11th st. & 6th ave. C John W. Rice, 973 So. 10th st. D Wm. Jenness, 1057 So. 11th st. F Geo. H. Scott, 134 W. 13th ave. I

452—H. W. OLIVER, HENKETT, PA., meets 1st & 3d Sunday, 1 p. m., American Mechanics' Hall, Edw. Koen, 90 Ohio st., Millvale Stat., Allegheny, Pa. C M. E. Butler, box 5, Callery, Pa. F H. E. Nichols, 423 Samler st., Millvale Station, Allegheny, Pa. I

453—POTOMI, SAN LI IS POTOMI, MARYLAND, meets every Monday at 2 p. m., O. R. C. Hall, 4th Calle de Maitas No. 8. E. P. Holt, Edison House. C C. A. Blake, Edison House. F & I

454—J. M. GUFFEY, YOUNGWOOD, PA., meets 2d & 4th Sunday, 2 p. m., in Love Bldg. H. M. McFeaters, Box 145. O W. H. Crook, Box 6. F Jacob Thomas, 21 W. Maple av. J Greensburg, Pa. I

455—BLUE GRASS, LEXINGTON, KY., meets 2d & 4th Sunday, 8:30 a. m., Masonic Hall, Short st. W. E. Wilkie, 285 E. High st. C A. L. Lewis, 14 Arlington av. F J. M. O'Geary, 468 E. High st. I

456—NORFOLK, VA., meets 2d & 4th Sunday, 2 p. m., Pythian Hall—Brambleton. O W. H. Wassum, Olneybor av. O J. E. Henley, 122 Windsor. F & I

457—CENTENNIAL CITY, AIR LINE JUNCTION, O., meets 2d & 4th Sunday, 2 p. m., "Anthony Wayne" Hall, Broadway. Wm. Silliman, 689 Knower st., Toledo, O. C. E. Moulton, 611 Knower st., Toledo, O. F & I

458—JOHN FLAYER, CHICAGO, ILL., meets 1st & 3d Sunday, 2 p. m., Masonic Hall, 3811 Archer av. Chas. F. Losses, 2561 38th st. C O. P. Schaefer, 2176 38th Place. F Benton Oppes, 3548 Western av. I

459—DELOSS EVERETT, HARRISBURG, PA., meets 1st Sunday evening, 7:30 p. m., and 3d Monday afternoon at 1:30 p. m., Maeks Hall, 6th & Kelker sts. Wm. J. Kinsey, 424 Kelker st. O Wm. K. Drake, 2110 N. 6th st. F & I

460—W. J. HEMPHILL, SPRINGFIELD, ILL., meets 1st & 3d Sunday, 2 p. m., Odd Fellows' Building, 6th Floor. John J. Dorsey, 822 N. 6th st. O F. M. Shields, 508 Encos av. F C. O. Day, 1223 N. G. av. I

461—A. B. TINKER, WABASH, IND., meets Sundays, 2 p. m., cor. Wabash & Canal, J. W. Pele, J. M. St. J. W. F. Haddock, 34 Stitt st. F G. W. Hayden, 172 Colfax av., Benton Harbor, Mich. I

462—BORDER CITY, ARKANSAS CITY, KAN., meets 1st & 3d Monday, at 2 p. m., F. A. A. Hall. C Geo. W. Rain, 811 So. Ost. C O. John Bientaug, 617 So. D. st. F T. W. Rochoe. I

463—P. LEEDS, COBBLIN, KY., meets every Sunday, 1 p. m. O H. H. Seavy. O Robt. Clark. F Wm. Shively. I

464—B. N. WATT, PITTSBURGH, PA., meets 1st Wednesday, 7:30 & 3d Sunday, 10 a. m., Webber's Hall, cor. 27th & Sarah sts., South Side. C

465—RENOVA, RENOVA, PA., meets 2d & 4th Sunday. C Albert Moral. F Chas. McGill, Box 469. C W. K. Wright, Box 254. I

466—JAS. B. CHANEY, BELLWOOD, PA., meets 1st & 3d Sunday, 1:30 p. m., I. O. O. F. Hall. C Thos. Ulosson. C Geo. N. Baker. F J. M. Waters, Lehigh 215. I

467—THORPE, PA., meets 1st Wednesday and 3d Sunday, K. of P. Hall, cor. 10th st. and Penna. av. C A. L. Woodring, 1006 15th st. C W. H. Hues, 1252 Lincoln av. F J. W. Scott, 1337 Pa. ave. I

468—GEO. W. WEST, CARBONDALE, PA., meets 2d & 4th Sunday, 2:30 p. m., Leader Bldg, S. Main. D. E. Clark, 8 Main av. C Emery Hollis, 8 Archbald st. F D. E. Parmeter, 225 Chestnut st. Scranton, Pa. I

469—DOMINION, OTTAWA, ONT., meets alternate Sundays, beginning April 7th, Burgess Hall, cor. Bank & Frank John King, 135 McLeod st. C James Sunday, 27 3rd av. F P. Roy, J. Second av. I

470—RED RIVER VALLEY, GRAND FORKS, N. D., meets 1st Saturday, 7:30, and 3d Sunday, 2:30 p. m., I. O. O. F. Hall. J. John Downey. C L. L. Moebeck, E. Grand Forks, Minn. F W. F. Andrews, Box 67, E. Gr. Forks, Minn. I

471—MISSOURI, TRENTON, MO., meet every Monday 2 p. m., B. of L. E. Hall, over Citizens' Bank. J. E. Dipple. O W. W. Ogline. F W. W. Boyles, 206 McKinley st. I

472—DAVID M'CARO, PITTSBURGH, PA., meets 2d & 4th Sunday, 2 p. m., I. O. O. F. Hall, cor. 43rd & Butler st. M. B. Irwin, Oakmont, Pa. C Thos. Wilson, 708 Swissvale av., Wilkinsburg, Pa. F J. Jas. Lowes, 1006 E. 2d st., Oil City, Pa. I

473—CUMBERLAND, NASHVILLE, TENN., meets Mondays, 9:30 a. m., Odd Fellows' Hall, cor. Church & High sts. J. B. Fry, 804 Stevenson ave. C E. F. Bowers, 324 McTyeire av. F & I

474—TWIN CITY, ST. PAUL, MINN., meets 2d & 4th Sunday, 2:30 p. m., I. O. O. F. Hall, 5th & Wabash. A. McBurney, 1100 4th st., N. Minneapolis, Minn. C W. A. Hammond, 1507 Selby av. O Frank Farrell, 365 Case st. I

475—COLORADO, SMITHVILLE, TEXAS, meets every Wednesday, 7:30 p. m. O W. H. Young. C T. P. O'Rourke, Box 309. F & I

476—ROSEBURG, OREGON, meets 2d & 4th Monday. C J. H. Wagenblast. F C. B. Patrick, Box 153. I

477—SEABRIGHT, M'NECHEN, W. VA., meets 1st, 3d & 5th Sunday, 1:30 p. m., 2d & 4th Monday at 7:30 p. m., McCrechen Hall. H. J. Drummond, Box 191, Benwood, W. Va. C Ed. Murphy, Box 96. F J. J. Cusack, Benwood, W. Va. I

478—J. G. CLINTON, JOLIET, ILL., meets alternate Thursdays, 7:30, Castle Hall Wm. T. Stone, 1110 Jackson st. C Ed. Ashford, 1612 E. Washington st. F R. P. Middleton, 108 Virginia st. I

479—LATOUR, FAIRVILLE, ST. JOHN, N. B., meets 2d & 4th Sunday, 1 O. F. Hall, King st. C Thos. McKenna, 234 Rodney st., West End. C C. E. Lamereaux, Fairville, N. B. F J. R. Bartlett, Fairville, N. B. I

480—DELTA, CINCINNATI, O., meets 2d & 4th Sunday, G. A. R. Hall, Ridgely & Eastern ave. C J. E. Woodall, 3015 Woodbridge Pl. O F. A. Gardner, 3636 Eastern av. F & I

481—G. B. GIBBENS, PARKERSBURGH, W. VA., meets 1st & 3d Sunday, 2 p. m. A. O. U. W. Hall, Wetherell Bldg., 417 Market st. C

482—MILO EASTMAN, EAST TAWAS, MICH., meets 2d & 4th Sunday, 2 p. m., K. of P. Hall. C R. D. Culter, Box 238. C O. John Swartz, Tawas City, Mich. F Thos. Kennedy, 308 Chisholm st., Alpena, Mich. I

483—NASHUA, N. H., meets 1st Saturday, 8 p. m., & 3d Sunday, 4 p. m., Mechanic Hall, Main st. C F. P. Hoyt, 7 Belknap st. C J. W. Tisher, 100 W. 2d st. F F. E. Warren, 8 Stark st. I

484—MONROE, TH. ILL., meets 2d & 4th Sunday, 2 p. m., I. O. O. F. Hall, S. Main st. M. W. Brady, 723 Archer av. C C. B. Bell, 417 E. 4th av. F & I

485—H. GRAVES, LOUISVILLE, KY., meets every Monday, 9:30 a. m., 1580 Southgate st. Theo. Shelton, 2164 St. Joseph st. C W. B. Curley, 1619 W. Broadway. F & I

486—ALLANDALE, ONT., meets 1st Sunday, 2:30 p. m., & 3d Tuesday, 8 p. m., Trainmen's Hall, Fisher Bldg. C Geo. Lawrence, Box 23. C John T. Clark, Box 23. C D. Cameron, Box 112. I

487—A. B. YOUNGSON, ST. LOUIS, MO., meets 1st & 3d Monday, 8 p. m., Brighton Hall, Broadway & Salisbury st. John P. Collins, 118 North B. st. E. C. Joseph C. Reynolds, Box 182, Madison Ill. F & I

488—GRAND VALLEY, GRAND JUNCTION, COLO., meets every Tuesday, 1:30 p. m., Masonic Hall. G. A. Olson, 258 Grand av. C H. W. Smith, 321 Ouray av. F Geo. Gordon, 318 White av. I

489—DANIEL BOONE, COVINGTON, KY., meets every Mon., 9:30 a. m., Osterholts Hall, 1915 Madison ave. John Mudgett, 1915 Madison ave. C F. E. Wilson, 23 & 25 East 20th st. F E. R. Manson, Box 172, Latonia, Ky. I

490—CORN PALACE, SIOUX CITY, IA., meets 1st & 3d Sunday, 1:30, Top Floor Chamber of Commerce Bldg., cor. 4th & Jones st. W. W. Bowers, 1230 Court st. C H. T. Carney, 1143 10th st. F Leander A. Cline, 238 Bismarck st. I

491—S. R. CLARK, KANSAS CITY, KAN., meets 1st & 3d Saturday, in Old Masonic Hall, 6 & 7 Minnesota av. K. H. Brant, 1014 Washington st., Kansas City, Mo. C Jas. Corrigan, 534 River View av. F W. Cockson, 1180 7th st. I

492—L. A. THOMAS, INDIANAPOLIS, IND., meets 2d & 4th Sunday, 2 p. m., O. R. C. Hall, 136 N. Delaware st. O A. E. Martin, Southport, Ind. O E. W. Davis, 1219 English av. F L. A. Thomas, 431 Virginia st. I

493—G. L. PECK, TOLEDO, O., meets 1st and 2d Monday 2 p. m.; 3rd Tuesday 7 p. m.; 4th Sunday, 2 p. m. C O. B. Seaman, 1445 16th st. O B. B. Butler, 1144 Clark st., East Toledo, O. I

494—FLOUR CITY, MINNEAPOLIS, MINN., meets 1st Sunday, 2:30 p. m., & 3rd Monday, 7:30 p. m., B. of L. E. Hall, cor. Central & 25th aves., N. E. J. E. Malthouse, 254 Pierce st., N. E. O. N. Morrill, 2510 Pierce st., N. E. F J. E. Dutech, 1017 27th av., N. E. I

495—MONTGOMERY, ALA., meets Wednesdays, 2 p. m., Odd Fellows' Hall, cor. Perry st. & Dexter av. C C. C. Devinyan, 110 Heron st. O F. W. Orenshaw, 221 N. Lawrence st. F H. J. McGrada, 511 Columbia st. I

496—W. WILCOX, TEXARKANA, TEX., meets 1st & 3d Sun., 3 p. m., K. P. Hall, J. L. Caudle. O W. A. Smith, 612 State st. F Wm. Wright, 806 Olive st. I

497—COLUMBUS, TORREON, COAH., MEX., meets 1st & 3d Sunday, B. of L. E. Hall, G. P. Jennings, Box 36. C C. W. Holly, Box 36. F R. T. Taper, Box 85, Torreón, Mex. I

498—JOHN H. WINDER, ARREVILLE, S. C., meets every Sunday, 3 p. m., K. of P. Hall, Public sq. O J. A. Wilson, Box 61. C G. H. Hall, Box 84. F & I

499—J. RYAN CLEY, KALISPELL, MONT., meets 2d & 4th Wednesday, 2 p. m. H. W. Egan, 235 7th av. West. C

500—J. H. KELLY, CLEBURNE, TEXAS, meets every Sunday, 2:30 p.m., O. B. O. Hall.
 H. C. Moore, Box 384.
 O. J. Martin.
 C. Fitzpatrick, 619 N. Main st.

501—TARRANT DIVISION, FT. WORTH, TEXAS, meets every Sunday at 10 a.m., I.O.O.F. Hall, 104 Houston st.
 T. G. Knight, 1001 E. Weatherford st.
 O. Clark Rutherford, 1015 E. Weatherford st.
 A. L. Phillips, 1216 Peach st.

502—GT. WESTERN, KANSAS CITY, MO., meets 2d Monday, at 2 p.m., & 4th Saturday at 8 p.m., in I. O. O. F. Hall, Penn st., near cor. of 16th st.
 W. H. Mead, 1669 Jefferson st.
 D. J. Spencer, 1211 Roseroir st.
 L. A. Buchner, 1644 Madison av.

503—ANCHOR, LAJUNTA, COLO., meets every Wednesday, 2 p.m., K. P. Hall
 Geo. Mackie.
 Wm. A. Williams.
 Ed. Robinson, Box 68.

504—THOMAS FITZGERALD, BRINSWICK, MD., meets 1st & 3d Sunday, 1:30 p.m., K. of P. Hall.
 C. C. Marks.
 R. H. Earle, Box 66.
 W. E. Evans.

505—E. BUTLER, MONETT, MO., meets Mondays, 2 p.m., B. L. E. Hall.
 F. D. Davis.
 L. A. Blood.
 James Heyburn.

506—TICONIC, RASGOR, ME., meets 2d & 4th Sunday, 2:30 p.m., McGuire Bld., cor. Main & Union sts.
 W. J. Boothby, 63 Dillingham st.
 T. J. Ferry, 38 Walter st.
 W. H. Welch, 10 Patten st.

509—JOHN J. CONRAD, HUNTINGDON, PA., meets 1st & 3d Sunday, 2 p.m., Brotherhood Hall, Penn st.
 T. H. Gorsuch, 828 Millin st.
 Geo. F. Godard, 1300 Millin st.

510—THUNDER CREEK, MOOSE JAW, N. W. TER., meets 1st Monday & 3d Friday, 14 o'clock, Masonic Hall.
 Geo. Glassford.
 John McAllister, Box 164.
 John Wellington, Box 112.

511—KNOVA, PORTSWOLTHE, O., meets every Monday, at 1:30 p.m., I.O.O.F. Hall, on Chillicothe st.
 J. W. Gains, 400 E. 12th st.
 W. L. Bayless, 1457 Offere st.
 J. Q. Payne, 432 E. 12th st.

512—PALMERSTON, ONT., meets 2d & 4th Sunday, A.O.U.W. Hall.
 Fredy Row, Box 67.
 Jas. F. Drummond, Box 58.
 513—COLI BHAIA, CHICAGO, ILL., meets 1st & 3d Saturday, 8 p.m., n. w. cor. 92d & Erie sts., S.
 Otto Baumer, 502 E. 72d st.
 John E. Davis, 5618 Armour av.

514—EAST TORONTO, ONT., meets 1st & 3d Sunday, at 2:30 p.m., Snell's Hall
 J. W. Lamb, Box 58.
 T. L. Looney, Box 68.
 517—SILF CITY, PATERSON, N. J., meets 2 Sunday, 10 a. m. & 4 Sat., 8 p.m.
 Sons of Veterans Hall, 145 Broadway.
 Philip Nixon, N. Paterson, N. J.
 John W. Matthews, North Paterson, N. J.
 C. VanBlarcom, 196 5th ave.

523—W. BRANLEY, CHICAGO JUNCTION, O., meets 1st & 3d Thursday at 7:30 p.m., & 2d & 4th Monday at 7:30 p.m., of E. Hall.
 E. J. Langhurst.
 A. G. Archer, Box 208.
 E. Hancock, Box 117.

524—CHICKASHA, CALDWELL, KAN., meets every Monday, 2 p.m., I.O.O.F. Hall.
 Harry A. Decker, Chickasha, I. T.
 W. T. Field, L. Box 107.
 W. J. Fitzgerald.
 531—UNIT, VAN BUREN, ARK., meets every Mon, 2:30 p.m., I.O.O.F. Hall.
 G. W. Bush.
 F. E. Delaney, L. Box 383.
 T. K. Constant.

525—VALLEY JUNCTION, IOWA, meets 1st & 3d Sunday, 2 p.m.
 R. E. Nash.
 C. Vandenberg.
 G. Zenor.
 536—HAWKEYE, BELLE PLAINE, IA., meets 1st & 3d Monday, 8 p.m., in I. O. O. F. Hall.
 W. W. Elliot.
 S. L. Dunlop, Box 304.
 Thos. Murray.

527—MICKY FREE, PITTSBURGH, KAN., meets every Monday, 2 p.m., Odd Fellows Hall, West Fifth st.
 O. John Brennan, 309 E. 9th st.
 W. Herriman, 209 E. 8th st.
 Wm Palmer, 607 N. Elm st.

528—W. C. VAN HORN, LONDON, ONT., meets 1st & 3d Sunday, Society Hall, 664 Dundas st.
 Wm. Upthegrove, 707 Waterloo st.
 G. Dowling, 598 Central av.
 Jas. Roddick, 562 Central av.

529—AIR LINE, ST. THOMAS, ONT., meets every Tuesday, 2 p.m., I.O.O.F. Hall, West of Hogan Bldg, Talbot st.
 David Britch.
 J. C. Bain, Box 1192.
 Chas. Farmer, 68 Flora st.
 530—COMMERCE DIV., COMMERCE, TEX., meets every Tuesday, at 8 p.m., B. of L. E. Hall, Locust st.
 G. M. Worley.
 D. B. Tipton.
 Wm. Fox.

531—A. C. HUTCHINSON, ALGERS, IA., meets Monday, 10 a. m., Benicky's Hall, cor. Patterson & Vallett st.
 E. E. Conery, 311 Belleville st.
 Aug. P. Dupuis, 617 Atlantic ave.
 W. L. Otey, 618 Pacific av.
 532 THOS. JEFFERSON, RICHMOND, VA., 2 & 4 Tuesdays, 10:30 a.m., in Smithfield Hall, cor. 9th and Broad st.
 C. S. Perry, 2805 E. Broad st.
 J. D. Lawrence, 617 W. 12th st. Manchester, Va.
 W. J. McAllister, 1115 Porter st. Manchester.

533—F. R. GRIFFITH, EAST BUFFALO, N. Y., meets 1st & 3d Tuesday, 8 p.m., Wrightson's Hall.
 D. H. Williamson, 340 Gold st.
 J. O. Heisenbunt, Sloan, N. Y.

537—J. C. CLARKE, MERIDIAN, MISS., meets every Sunday, 9:30 a. m., B. of L. E. Hall.
 W. H. Higgin, 18th av. bet. 12 & 13 st.
 T. H. Deaso, 804 Baxter av.
 F. J. McDonnell, 1807 6th st.

538—OTTUMWA, IOWA, meets 2d & 4th Sunday, 2 p.m., Labor Hall 3d st. between Court & Market.
 Harry Kimbell, 210 N. Marion st.
 J. B. Smith, 409 Benton st.
 Geo. Kissinger, 901 W. 4th st.
 539—JACOB HERRY, HAILEYVILLE, IND. TER., meets 1 & 3 Sunday, at 10:30 a. m., in Whitley Hall.
 T. T. Genne, Box 98.
 P. B. Moore, L. Box 33.
 F. J. Hasler, 227 N. Market st., Shawnee, O. T.

540—TUMWATER, LEAVENWORTH, WASH., meets 2d Sunday, 10:30 a.m., & 4th Sunday, 2:30 p.m.
 E. G. Spencer.
 James Mackey.

541 STAFF ISLAND, N. Y., meets 2d Thursday 8 p.m. & Sunday 10 a.m., Atlantic Hall, 136 Canal st.
 Frederick Green, 5 Washington st. Tompkinsville, S. I.
 Wm. Darnell, Box 80, Mariner's Harbor, S. I.
 Philip Carroll, 69 Butler Place, Rose Bank.

542—EASTERN, CLEVELAND, O., meets 2d & 4th Tuesday at 8 p.m., in Washington Armory, St. Clair st. near Alabama.
 W. S. Ballard, 680 Lake st.
 A. M. Shadbolt, Box 175, Collinwood, O. F.
 543—ASTHARITE, COLLINGSWOOD, PA., meets 1st & 3d Sunday, 2 p.m., I. O. O. F. Hall.
 Z. T. Keller, 328 College ave.
 D. H. Evanson, 346 Ridge ave.

544—PAN-AMERICAN, EAST BUFFALO, N. Y., meets 1st & 3d Sunday, 2 p.m., in Whiteleg Hall.
 John Covey, 22 Cable st.
 Wm. F. Cable, 224 Gold st.
 Wm. Murphy, 224 Gold st.

545—T. L. ROYD, CHICAGO, ILL., meets 1st & 3d Sunday, 2:30 p.m., Hopkins Hall, 529 W. 63d st.
 Frank Noakes, 6728 State st.
 E. O. Taber, 6139 Indiana av.
 N. McFarland, 6008 Wabash av.

546—GOLDEN CIRCLE, CANON CITY, COI., meets 1 & 3 Mon., 2 p. m., Elks' Hall.
 Fred F. Karns, Box 655.
 G. M. Hay, 1015 Greenwood av.
 F. G. Gibson, 1411 Harrison av.
 547—HIVASSEE, BLUE RIDGE, GA., meet every Sunday, 3 p. m., Masonic Hall.
 S. R. Felmet.
 C. W. Sparrow.
 H. T. Hyatt.

548—PERRT, IND., meets 1st & 3d Tuesday 7:30 p. m., Schmolz Bldk., cor. 5th & Broadway.
 W. A. Hammond, 104 West 7th st.
 A. F. Kings, 186 6th st.
 G. Redmon, 204 W. 6th st.

549—GREEN LAKE, WILLIAM, MINN., meets 2d & 4th Sunday, 2:30 p.m., I. O. O. F. Hall.
 G. W. Tyler, Box 448.
 Chas. Oram, Box 8.
 550—FRANKFORT, DELPHOS, O., meets in Fisher's Hall, 1st & 3d Sunday, at 2 p.m., and 2d & 4th Friday, at 7 p.m.
 Samuel Welch.
 G. B. Richeson, Box 288.
 Wm. Van Golsen.

551—FRED NEISINGER, BRIDGEPORT, O., meets 1st & 3d Sunday, 1 p. m., Macabees Hall.
 J. B. Liggett.
 E. C. Hogan, Box 201.
 552—J. T. JONES, GULFPFORT, MISS., meets 1 & 3 Sun., 3 p.m., Price Bldg.
 J. G. Neno.
 A. Stockdale, Box 266.
 553—SAN JOAQUIN, FRESNO, CAL., meets every Tuesday, 7:30 p. m., 1001 J st.
 J. H. Adams, 455 st.
 Calvin Rich, 827 P st.
 G. E. Ellis, Lock Box 125, Point Richmond, Cal.
 554—CHAS. COBB, ARGENTA STATION, LITTLE ROCK, ARK., meets every Monday, 3:30 p.m., Humphrie's Hall.

545—TWENTIETH CENTURY, SIOUX CITY, IA., meets 2d & 4th Sunday Krummann's Hall, cor. 4th & Court sts. Clarence Wells, 1830 Jennings St. . . . O H. D. Bales, Box 300, Lake City C O.A. Bates, Box 608, Carroll, Iowa I

546—J. L. PARISH, NEW FRANKLIN, MO., meets every Fri., 7 p.m., K. of P. Hall, M. K. & T. Ry. H.S. Russell, Box 97 O F.E. Eppmann F F. Asplmeier, Box 117 I

547—EDISON, PORT HANFORD, VA., meets 2d & 4th Sun., 2 p. m., Pinnars Pt. Hall, Pinnars V. F. T. Bosley, 100 N. Cook St., Portsmouth, Va. O Y. L. Edmunds, Pinnars, Va. F J. E. Sparkman, 102 Pearl st., Portsmouth, Va. I

548—DEURHOOD, HADLOW, P. Q., meets 1st & 3d Sunday, 3 p.m., Town Hall. James Fohy O G. A. Guenette F M. Normand I

549—BESSEMER, PROCTOR KNOTT, MINN., meets 2d & 4th Sun., 2 p.m., Town Hall. Geo. H. Carlton O J. G. Brown F F. S. Bird I

550—THOMAS P. FOWLER, NORWICH, N. Y., meets 2d & 4th Sunday, 2:30 p. m., I.O.G.T. Hall, N. Broad st. E. J. Ferguson, 24 Maydall st. O Geo. Kennedy, Sidney N. Y. F Geo. Brook, Grove av. I

551—

543—KITCHENER, SCHREIBER, ONT., meets 1st & 3d Friday, 2:30 p. m. T. McBride O A. Bilbe F & I

543—NOVIE, CRANBROOK, B. C., meets 1st & 3d Wednesday, I.O.O.F. Hall. T.S. Gill, Box 187 O Thomas W. Ardman, Box 68 F J. H. Caslake, Box 48 I

544—COFFEE INGOT, HANCOCK, MICH., meets 2d & 4th Sunday, 2:30 p.m. Bon-Jesu's Hall, Quincy st. P.C. Murphy, 112 Hancock st. O A. J. Lord, 709 Quincy st. F & I

545—TIN CITY, NEW CASTLE, PA., meets every Wednesday 7 p. m. except the 3d Wednesday of each month. H. P. Daugherty, 21 W. Madison ave. O J. H. McIlvenny, 617 Mahoning av. F & I

546—FRANK GRIFFIN, DEL RIO, TEX., meets Tues., 9:30 a.m., K. of P. Hall. W. S. Gibbons O C.E. Thompson, Box 9 F & I

547—QUINCY, MILAN, MO., meets 1st & 3d Monday, 2:30 p.m., in B. of L. E. Hall. James Leeper O C. O. Hammond, 1001 Vermont st., Quincy, Ill. F & I

548—CROXTAW, DENISON, TEX., meets every Monday, 2 p. m., Woodmen's Hall, 220 W. Woodland st. G.A. Sommer, 630 W. Owing st. O W.H. Gallagher, 307 So. Barrett av. F & I

548—RICH MOUNTAIN, MESA, ARK., meets every Monday, 3 p. m., K. of P. Hall. C. E. Covert O A. F. Eastford F A. M. Powers I

576—HARRY MURRAY, PUEBLA, MEX., meets every Tuesday, 8 p. m., Calle de Palafox, No. 2. G. L. Englebright, Calle de Espendola, No. 2 O Fred. T. Fox, Meson de Soas, No. 15. F. Chas. Edmunds, 3d Benito Juarez No. 1, Puebla Rep. of Mexico I

571—ASTEX, ACANBARO, MEX., meets every Sunday, 2 p. m., Calle de La Algeria, No. 10. O. J. Holmes O D. J. Hicks F & I

573—MT. LAFAYETTE, WOODVILLE, N. L., meets 1st & 3d Sunday, 2 p. m.,

573—GREENVILLE TEX., meets 1 & 3 Sunday, at 7:30 p.m., in K. of P. Hall, Lee st. D. M. Robinson O John C. Penn F J. L. Redmon, 263 W. Polk st. I

574—CHILDRESS, TEX., meets 1 & 3 A. B. Ewing, Wichita Falls, Tex. O Ed. Hartzell, Box 388 F & I

575—MONTEJUMA CHICHUAHA, MEX., meets 2d & 4th Sunday, 2 p.m., 209 Calle Independencia. Thos. W. Kirk, Box 143 C W. J. F. Box 143 F E. Collin, Box 143 I

576—MOUNT CARLETON, HILLYARD, WASH., meets 1st & 3d Sunday, 2:30 p. m., A.O.U.W. Hall. N. J. Bostwick, Box 228 C Wm. Pannou, Box 228 F J. C. Lawson I

577—MEADOW LAWN, MATTOON, ILL., meets 2d & 4th Sunday, Carpenter's Hall, cor. Broadway & 19th st. John M. Rosier, 243 Prairie av. C Wm. Bosley, 2701 Cottage av. F R. B. Nolte, 2600 Western av. I

578—RED RIVER, SABLELA, IND. TER., meets every Monday. John Cross O Geo. Calder F W. L. Miller, L. Box 375 I

579—E. J. HASKER, EHOLT, E. C., meets 2d & 4th Saturday, 2 p. m. in Needham Hall. J. F. McKarracher O Thos. K. Needham F A. Kenward I

580—WHITE CITY, CHICAGO, ILL., meets 2d & 4th Sunday, 2 p.m., cor. 583 Court & Halstead st. Edw. Daris, 506 East 43d st. C G. D. Bowman, 5650 Aberdeen st. F Thos. J. Garland, 6238 Carpenter st. I

581—ATLANTIC, GLACE BAY, CAPE BRETON, C. S., meets 2d Sun. & 4th Mon. Odd Fellows Hall, Commercial st. D. W. McDonald, Union st. O Daniel P. McKenzie F Alex. McNeill I

582—AGUS BROWNS, CHICAGO, ILL., meets 2d & 4th Sun., 8 p. m., Lilles Hall, Robey & Taylor sts. H. O. Whitney, 518 So. Robey st. F Frank Duffy, 688 Washburn av. O Harry Johnson, East Chicago, Ind. I

583—ATIKOKAN, WISNIFEK, MANITOBA, W. Walker, Dauphin, Manitoba. C W. Crawford, 574 Balmoral st. F Chas. Harrison, 231 Garry st. I

584—JOHN C. HORER, PORTSMOUTH, N. S., meets 2d & 4th Sundays, 1:30 p. m., I. O. F. Hall, Chillietho st. C. C. Rochwell, 427 E. 11th st. O W. Nichols, 1020 Oliver st. F W. A. McOuat, 408 East 6th st. I

585—A. W. MACHIN, MC GEHEE, ARK., meets every Friday, 3:30 p. m., B. of L. E. Hall. E. L. Morgan O R. M. Buckalew, 1411 Willow st., Argenta, Ark. F & I

586—ACADIA, STELIARTON, N. S., meets 1st Tuesday & 3d Friday, Melrose J. H. Hall. John H. Campbell, Box 536, New Glasgow, N. S. O R. A. Sutherland, Box 385, Pictou, N.S. F J. A. Sprunt, Box 251, Pictou, N.S. I

587—AGTASCALIENTES, MEX., meets 1st & 3d Sundays, 2 p. m., Engineer's Hall. E. S. Russell, Calle de Loreto, No. 8, Silao, Mex. O R. S. Davis, Hotel Victoria, Silao, Mexico. F & I

588—GRINSTONE, HOUTON, MAINE, meets 1st & 3d Sunday, 2:30 p. m., in Perks Hall. John O'Leary, Box 370 O E. T. Rulmer, 12 Haywood st. F W. D. Dudley, 11 Leonard st. I

589—JOHN HESNEY, NEW YORK CITY, meets 2d Sun., 10 a.m., & 4th Sun., 5:00 p.m., Loefler's Hall, 148th st & Willie av. W. R. Marley, 504 East 162d st. O Jas. H. Connelly, 962 East 134th st. F I. B. Cochran, 423 East 124th st. I

590—GOLDEN LEAF, CONWAY, PA., meets 1st & 3d Tuesdays at 5:30 p. m., in

591—CLOUDCROFT, ALAMOGORDO, N. M., meets every Monday, 2:30 p. m., Masonic Hall. E. L. Fulkner O T. T. Morton, Box 61 F W. D. Cunningham I

592—DALHART, TEXAS, meets 1 & 3 Sun., at 2:30 p.m., Federation Hall. J. D. McDonald O F. J. Farrington F W. A. Bodt-rr, Box 124 I

593—SOLDIER SUMMIT, HELPER, UTAH, meets every Sun., 2 p. m., K. of P. Hall. W. A. Robertson, Helper, Utah. O J. J. Hoffman, Box 96 F T. J. Fitch, Box 96 I

594—MEXICAN CENTRAL, JIMULCO, MEXICO, meets 2nd & 4th Sunday. Carl Lathrop, Apartado, No. 3 O E. C. Faris F J. C. Terry, Apartado No. 3 I

595—HOME SEEKERS, CAPE GIRARDEAU, MO., meets in K. of P. Hall, Main st. 1st & 3d Sunday at 2 p. m. C. K. Taliaferro, 309 Middle st. O L. W. Mosley F A. L. Phillips I

596—ATLANTIC CITY, N. J., meets 1st & 3d Sunday in Red Men's Hall, Atlantic & Michigan aves. Phillip Stohberger, Jr., 701 N. Arkansas av. O Matthew Lantry, 305 Mercer st., Gloucester, N. J. F Wm. H. Cann, 326 Mt. Vernon st. Camden, N. J. I

597—

598—MARTIN GANTER, RICHMOND, IND., meets 2d Tuesday, at 8 p. m., and 4th Sunday, at 1:30 p. m., in Dickson Bldg., cor. 3d and Main sts. Thos. M. Ficer, 30 N. 12th st. O W. L. Scott, 310 N. 12th st. F & I

599—PORT ARTHUR, SHREVEPORT, LA., meets every Monday, at 7:30 p. m., in McAdam's Hall. J. M. Watson, 1798 Park av. O K. A. Young, 1729 Park av. F & I

600—GEORGE D. BROOKE, MARSHALLTOWN, IOWA. D. J. Collins, 406 W. Nevada st. O R. A. McMains, 300 So. 1st av. F & I

601—LAFAYETTE, JERSEY CITY, N. J., meets 2d & 4th Sunday at 10 A. M., in Masonic Hall cor. Pacific ave. and Maple st. James B. Voorhes, 48 Monitor st. O J. A. McGroger, 51 Bright st. F J. B. Hoffman, 5 Bolwood st. I

602—J. T. HARABAN CHAMPAIGN, ILL., meets 3d Sun. & 4th Mond. at 2 p. m. P. L. Hayes, 104 W. Springfield av. O E. O. Sabin, 405 W. Clark st. F E. S. Scudder, 212 W. Vine st. I

603—LUDLOW, KY., meets 1st & 3d Thursday, Masonic Temple, corner Elm & Kinner sts. H. G. Crissenger, Box 66 O John Conlin, Box 26 F T. J. McGann, L. Box 69 I

604—GEO. A. HANCOCK, SHERMAN, TEXAS, meets 1st and 3d Saturday at 2 p. m. in Woodmen's Hall. James Turfett, 1012 E. Williams st. O R. C. Shipley, 1108 E. Williams st. F R. Hanna, 710 E. Brackett st. I

605—NORTHERN IOWA, ESTHERVILLE, IOWA, meets 1st & 3d Sunday at 2 p. m. in K. of P. Hall. O. Dillion O C. C. Drake, 1122 E. Lincoln st. F W. McArdle, 322 N. 6th st. I

606—ELMO ST. ELMO, ILL., meets 1st Mon. 3d Tues. 2 p. m. & 2d Mon. 4 Tues. 1:30 p. m., O. R. O. Hall, over Rodgers Drug Store. H. W. Gruba O T. J. Harding, Box 201 F O. P. Miller I

607—SUN RISE, CALAIS, MAINE, meets 1st & 3d Sunday at 1 p. m. in K. of P. Hall. W. L. Wheeler, Box 270, Eastport. O Chas. H. Barstow F H. A. Robinson, Box 827 I

608—NEW JERSEY SOUTHERN, LAKE-

600—OKLAHOMA, SHAWNEE, O. T., meets 2d and 4th Sunday, 1:30 p. m., in Elks Hall, cor. Main & Beard sts. James McNeerney, 128 N. Park st. Jeff. Cornish, 317 N. Beard st. Wm. Martin, 204 So Minnesota st. I

610—TENNESSEE RIVER, PADUCAH, KY., meets 1st & 3d Sunday at 9:30 a. m., in Barksdale Hall, 5th & Jones st. G. Herring, 523 So. 3d st. B. H. Pixley, 1430 So. 11th st., Box 16, Perryville Tenn. F & I

611—W. E. MORSE, ELDON, MO., meets 1st & 3d Mon., 2 p. m., 2d & 4th Tues. 7 p. m., Mason Hall. E. P. Collins, Box 825. E. A. Brittingham, Box 296. G. E. Smith. I

612—EEL RIVER, LOGANSPOUT, IND., meets 1st & alternate Sundays at 9:30 a. m. in New Ben Hur Hall, corner 4th & Broadway. Frank E. Gross, 213 7th st. C. O. C. Briggs, 113 1/2 Sycamore st. Henry Swadener, 1015 Lindin av. I

613—I WILL, CHICAGO, ILL., meets 1st & 3d Sunday at 2 p. m. in Turner Hall, 8148-47 State st. E. A. Cook, 5222 Dearborn st. C. W. E. Briden, 2086 138th st., Riverdale, Ill. O. F. Bradford, 439 31st st. I

614—SADDLE MOUNTAIN, MONTEREY, MEXICO, meets every Wed., 7:30 p. m., Shepards Hall. J. M. Gillis, Box 105. Geo. R. Ford, Box 105. C. W. Ellison, Box 105. I

615—ALEX. STRUTHERS, SR., DOUGLAS, ARIZONA, meets 1st & 3d Saturday at 7:30 p. m., in A. O. U. Hall. A. Lovett. F. U. Armstrong. Fred Hitch, Box 201. I

616—BROOKFIELD, MO., meets in I. O. O. F. Hall, Main st., every Tuesday at 1:30 p. m. M. B. Campbell, Box 175. F. R. Halliburton. F & I

617—NATURAL TUNNEL, BRISTOL, VA., meets 1st & 3d Sunday at 1:30 p. m. in Masonic Hall. R. W. Dougherty. L. A. Bonham, care V. & S. W. shops. F & I

618—BADGER, PORTAGE, WIS., meets 1st & 3d Sunday 2 p. m., Trainmen's Hall, Elburg Bldg. P. F. Riley, 320 E. Cook st. T. C. Murphy, 321 W. Marion st. Wm. Washburn, 224 Oneida st. F

619—Wm. REESE, PUNXSUTAWNEY, PA., meets 2d & 4th Sunday 2 p. m. in Reibel bldg. cor. Main and Cunningham. S. R. Snyder, 233 E. Jefferson st. C. E. A. Hunter, 352 Centre ave. F & I

620—MART, TEX., meets every Sunday at 9 a. m. in Bowers Bld. W. G. Bailey, Box 237. W. E. Randolph, Box 85. John Johnson, Box 237. I

621—WYMORE, NEB., meets 1st & 3d Sunday at 2 p. m., in I. O. O. F. Hall. P. F. Newell, Box 41. G. O. Huckett, L. Box 15. F

622—ALLIANCE, NEB., meets at 2 p. m. 1st & 3d Wed's., in I. O. O. F. Hall. S. A. Franklin, B. 201, Alliance, Neb. C. A. Glenson, B. 151, Alliance, Neb. F

623—M'COOK DIVISION, M'COOK, NEB., meets at 2 p. m. 1st & 3d Sundays in I. O. O. F. Hall. W. M. Wood, Box 227. W. H. Dugan. A. Monks. I

624—SHERIDAN, WYO., meets at 2 p. m. on 1st & 3d Sundays, I. O. O. F. Hall. G. E. Johnson, Box 743, Sheridan, Wyo. Wm. Fane, 698 Broadway. F & I

625—ST. ANTHONY, MINNEAPOLIS, MINN., meets 2d Sunday at 2:30 p. m. & 4th Sunday at 7:30 p. m. in A. O. U. W. Hall, 229 Central ave. J. V. Piper, 700 Madison st. N. E. O. Amil Skog, 302 6th st. S. E. F

626—MOUNTAIN CITY, DU BOIS, PA., meets 1st Sunday at 1 p. m., and 3d Sun. at 7:30 p. m. Whitehead Hall. S. J. Baird. C. P. S. Brand. F & I

627—CRANDALL, ALLIANCE, O., meets 2d & 4th Sunday, Modern Woodmen's Hall, East Main st. P. J. Alberts. E. B. Work, 511 N. Liberty. C

628—ENROY SPEER, CEDARTOWN, GA., meets 1st & 3d Sunday, 2:30 p. m., & 2d & 4th Saturday at 8:30 p. m., in I. O. O. F. Hall. Walker H. Flournoy. W. C. Wheeler, 6 Read av., Chattanooga, Tenn. F & I

629—MARK TWAIN, HANNIBAL, MO., meets in A. O. U. W. Hall, 1st & 3d Sunday, 7:30 p. m. A. Y. Sexton, 304 3d st. So. J. A. Leverington, 230 3d st. So. F. E. Reynolds, 902 Church st. I

630—J. A. HARLEY, ENID, O. T., meets every Sun., 7 p. m., in Eagles Hall. T. A. Lambert, 1124-13th st. J. B. Scott, 1312 15th st. A. Rodgers, 1122 Oak st. I

631—THUNDER CAPE, PORT ARTHUR, ONT., meets 1st Tuesday at 8 p. m., & 3d Sunday 2 p. m., in I. O. O. F. Hall, Cleveland st. D. Malcom. G. M. McLeod. D. W. Mahoney. I

632—BODCAW, MINDELA, LA., meets every Sunday at 2:30 p. m. in K. of P. Hall. M. A. Willis. J. N. Mims, Stamps, Ark. Samuel Lewis, Box 311. I

633—WISCONSIN VALLEY, TOWAH, WIS., meets 2d & 4th Sundays. John Little. C. S. Daniel. John N. Sullivan, Babcock, Wis. F

634—THEO. ROOSEVELT, GLENN'S FERRY, IDAHO, meets every Saturday at 7:30 p. m., in Herron's Hall. J. W. Hayes. W. S. Ward. F & I

635—CLEARFIELD, PA., meets 2d & 4th Sunday 7:30 p. m. in Mechanics' Hall. W. J. Ammerman. Jesse Starr. Alex. Bell, 127 Fulton st. I

636—AVERY H. PARSONS, SOMERVILLE, TEX., meets every Sunday at 1 p. m. in Somerville Lodge Hall. Chas. A. Herbert. B. P. Wellborn, L. Box 245 Conroe, Texas. F & I

637—SABINAS, MONCLOVA, COAH., MEX., meets 2d & 4th Monday afternoon in Conductors' Hall. J. J. Whipp. Ed. A. Looney, Box 24. J. W. Springer, Box 96 C. P. Diaz, Mex. I

638—C. R. GRAY, HUGO, I. T., meets every Sun., 7:30 p. m. cor. Main and Spring sts. J. S. Carson, L. Box 252. Chas. Kirchgraber, L. Box 214. C. W. McClain. I

639—BROOKLYN TERMINAL, BROOKLYN, N.Y., meets 1st and 3d Sundays at 10:30 a. m., 407 Bridge st., near Fulton st. F. H. Tucker, 170 a Hull st. C. C. Shattuck, 746 Chaucey st. J. H. Pine, 88A Cooper st. I

640—CALTON L. BRETZ, CUMBERLAND, MD., meet 2 & 4 Sat., 7:30 p. m., in Independent Hall, 19 N. Mechanic st. C. Debaugh, 279 N. Mechanic st. C. P. Debaugh, Ridgely, W. Va. F. P. P. Haller, Fair st. & Shriver av. I

641—T. D. WELCH, HORNELLSVILLE, N.Y., meets in Engineers' Hall, every Tuesday at 1:30 p. m. T. D. Welch, 4 Collier st. Geo. A. Badgley, 1 Collier st. F & I

642—CRESTON, IOWA, meets every Sunday at 10 a. m., in Liberty Bldg. C. W. Clark, 703 W. Jefferson st. M. J. Miller, 318 N. Division st. E. G. Davis, 212 N. Walnut st. I

643—OTTIWA, IOWA, meets 1st & 3d Monday, at 2 p. m., in O. R. C. Hall, cor. Main & Market sts. J. W. Dalton, 136 S. Ash st. John H. Rowland, 1643 E. Main st. F. J. L. Warren, East Main st. I

644—ILLINOIS, at GALESHBURG, ILL., meets every other Sunday in American Hall, cor. Main & Seminary sts. Geo. H. Eno, 1718 S. Main st., Burlington, Iowa. James R. Howe, 1254 E. Main st. Chas. E. Harmon, 215 So. Pearl st. I

645—Q. AT CHICAGO, ILL., meets at Star Lodge Hall, Western ave. and Lexington st., 2d Sunday 2 p. m., 4th Monday at 8 p. m. F. E. Ferris, 1012 West 12th st. I

646—TYBEE, SAVANNAH, GA., meets 1st & 3d Sunday at 10 a. m., in K. of P. Hall, cor. Barnard and York sts. W. E. King, 23 Liberty st. W. B. Tarver, 303 Berrien st. F & I

647—ARIZONA, PRESCOTT, ARIZ., meet 1st & 3d Saturday, 7:30 p. m., K. of P. Hall. Elmer Landon, cor. Gurley & Granite sts. C. M. McNulty, 347 Pleasant st. F & I

648—AMBROSE, WAYCROSS, GA., meets 1st & 3d Sunday at 9:30 a. m., in Red Men's Hall. W. J. Knox. J. W. Lyndon, Box 435. S. B. Spear, 64 Remshart st. I

649—W. E. FITCH, BRUNSWICK, GA., meets 2d & 4th Sunday at 2 p. m., in Odd Fellows Hall. J. P. Golden, 111 O. st. J. A. Greene, 14 June st., Waycross, Ga. F & I

650—THOS. J. MULVEY, DURAND, MICH., meets 1 & 3 Sunday, K. O. T. M. Hall. C. O. Westcott, Box 435. Perry J. Geddis, Box 435. F & I

651—ETHEL BARBER, COLUMBES, O., meets 2d & 4th Sunday at 2 p. m., in Odd Fellows Hall, 527 1/2 W. Broad st. M. B. Martin, 51 Dakota av. F. W. Crawford, 53 N. Princeton av. W. A. Jex, 41 N. Princeton av. I

652—BANNER, TAMAQUIA, PA., meets 2d & 4th Sunday at 2 p. m., in Raab's Hall, E. Broad st. Eli Ehrlich, Van Golden st. Joseph C. Cleaver, 58 Orwigsburg st. Wallace Geiger, Hazel st. F

653—BLACK DIAMOND, ALLENTOWN, PA., meet 1st & 3d Sunday of every month at Egges Hall, cor. Second and Hamilton st. Bernard J. Reilly. J. F. Gibbons, 307 Ridge ave. F & I

654—T. H. YORKE, CLARION, IA., meets 2d & 4th Sunday of every month at 2 p. m., Masonic Hall. J. G. Price. Geo. B. Alden. M. McAlexander. I

655—MAYOR BYRNE, ST. MARYS, PA., meet 2d & 4th Sunday at 2 p. m., Hall Block. C. S. Wheeler. R. C. McFarland. F & I

657—ASH-KENNEDY, REVELSTOKE, R. C., meets 1st & 3d Wed. of each month in Selkirk Hall. Allan MacNab, Box 27. H. Creelman, Box 27. Wm. Tomlinson, Box 27. I

658—HAVELOCK, ONT., meets 2d & 4th Monday, 1:30 p. m., I. O. O. F. Hall. W. J. Cairns. J. A. Martin. I

659—SENECA, BUFFALO, N. Y., meets 2d & 4th Sun. of each month at 2 p. m., 709 Seneca & of various streets. Frank H. Goodenough, 73 Fellner av. Geo. J. Pfeiffer, 107 Peabody st. Frank C. Watkins, 510 S. Division st. I

660—TROPICO, LOS ANGELES, CAL., meets 1st & 3d Saturday at 8 p. m., Masonic Hall, 2134 E. 1st st. W. Bruner, 1610 Pleasant ave. Thos. Woodward, 1919 E. 1st st. J. H. Cross, 335 S. State st. I

661—W. J. MC ANDREWS, ST. THOMAS, ONT., meet every Sunday, 2:30 p. m., in I. O. O. F. Hall. Joseph Gant. Chas. L. Wilson. H. W. Buckpitt. I

662—LOS ANGELES, CAL., meets 2d Sunday & 4th Friday, 7:30 p. m., Burbank Hall, 542 S. Main st. J. Brownwick, 1405 E. 18th st. S. B. Bildebach, 1013 E. 8th st. Jno. Finlay, 316 N. 8th st. I

663—STEEL CITY, SYDNEY, N. S., meets 1st Sunday, 14:30 & 3d Saturday, 19:30 Bates Block. Neil McMullin, Globe av. Francis A. Setchell, 130 George st. Box 257. W. E. Atkinson, 21 George st., Box 399 I

664—J. E. MC CRIGG, SAN LUIS OBISPO, CAL., meets 2d & 4th Sundays, 10 a. m., Elks Hall. J. A. Burke, 123 Pacific st. I

665—BEARDSTOWN, ILL. meets 1st & 3d Monday & 2d Sunday, 2 p. m.
 C. R. Harmon..... F
 C. R. A. Guthrie..... F
 J. A. Jones, Box 625..... I

666—G. S. MC KEE, JACKSON, TENN. meets Monday, 2 p. m., K. of P. Hall, Thos. Quinn, 426 E. Baltimore st..... C
 J. C. Brady, 304 short st..... F
 J. H. Edwards, 296 stoddart st..... J

667—F. S. THORNE, BRANDON, MAINTHORA, CAN. meets 1st & 3d Tues. 19:30 o'clock I. O. O. F. Hall, 8th st
 Jno. Pasco, Box 143..... C
 F. S. Thorne..... F
 P. S. Lindsey, Box 866..... I

668—L. C. CLEMONSON, HARRISBURG, PA., meets 2d & 4th Sun. at 1:30 p. m., at Maunks Hall, cor. 6th & Kelker sts. John J. Kelly, 1212 1/2 N. 7th st..... O
 Willis D. MacDougal, 1909 N. 7th st. F. J. A. Spotts, 1715 E. 11th st..... I

669—RECAVISTA, MEXICO, MEX. meets every Monday night at 8 p. m., Odd Fellows' Hall.
 Robert O. Renaud, Plazauela de Buena Vista, No. 123..... O
 A. J. Hutzler, Prevada del Chopo, No. 15..... F & I

670—F. H. GREGORY, LAFAYETTE, LA., meets every Tuesday at 2 p. m., K. of P. Hall.
 F. H. Gregory..... F
 Henry T. Dobbins, Box 239..... F

671—OEGEMA, ENDBERLIN, N. DAK., meets 1st & 3d Wednesday afternoons at Masonic Hall.
 Fred A. Gordon..... O
 D. M. Mackay, L. Box 125..... F
 Henry Kooyser..... I

672—WARREN STONE, MEMPHIS, TENN. meets every Sunday at 9:30 a. m., Dugan Hall, Penn. & Iowa avs.
 D. L. Forsythe, 706 Dean st..... O
 R. B. Herring, 919 Kansas ave..... F
 F. M. Andrews, 228 Virginia ave..... I

673—VALLEY, PITTSBURGH, PA., meets 1st Sunday and 3d Monday, Eagle Hall, E. J. Smith, 232 Park st..... O
 Wm. Sites, 402 Exeter st..... O
 Geo. Kraft, 40 Curtis st..... I

674—ST. LOUIS VALLEY, BIRBY, ILL. meets 2d & 4th Sundays at 2 p. m.
 H. E. Reynolds..... F
 J. W. Bultman..... F & I

675—H. A. MILLER, COUNCIL GROVE, ILL., meets 1st & 3d Wednesdays at 1:30 p. m., K. & L. of S. Hall.
 H. A. Miller..... O
 W. E. Dennison..... F
 O. R. Elliot..... I

676—ORIZABA MOUNTAIN, ORIZABA, MEX. meets every Thurs. 7:30 p. m., No. 13 Collon de Monteal.
 E. W. Flower, F. C. M. Ry..... O
 W. F. V. Newton, 3a de Bonifonia..... F
 Angus Low, F. C. M. Ry..... I

677—CABAGUEY, CUBA.

678—CALEDONIA, LIMA, O., meets 2d Friday & 3d Sunday, 2 p. m., Red Men's Hall, 42d Main & Spring sts.
 J. W. Olinger, 42d N. Pierce st..... C
 W. H. Warner, 626 Delphos av. F & I

679—BRIDGEBURG, ONT., meets 1st Wednesday & 3d Tues. I. O. O. F. Hall, Richard Walsh, 1891 Niagara st., Buffalo, N. Y..... I
 H. F. Perrin..... I
 Charles F. H. F. Hall..... O

680—ELBERTA, JACKSONVILLE, TENN. meets Mondays, 8 p. m., K. of P. Hall.
 W. Barkwell, Box 449..... O
 C. H. McGowan, Box 449..... F

681—CALIENTES, NEV.

682—NEW HOPE, INDIANA HARBOR, IND., meets K. of P. Hall, 2d & 4th Saturday, 8:30 p. m.
 Fred Newman..... F
 C. Lewis Walge..... F & I

683—CHICAGO, ILL.

684—T. T. HANLIN, BIRMINGHAM, ALA., meets every Sunday 2 p. m., Hall of

685—CHAMBERSBURG, PA.
 686—BONNE TERRE, MO.
 687—SIOUX CITY, IOWA.

General Boards of Adjustment.

ATLANTIC COAST LINE—J. J. Jennings, Chf., Florence, S. C.
 J. M. Donlan, Sec., Rocky Mount, N. C.
 A. T. & ST. FE., Proper—Myer Hurley, Chf., Argentine, Kan.
 John H. Freiligh, Sec., 2411 Santa Fe av., Ft. Madison, Iowa.
 A. T. & ST. FE. LINES WEST OF ALBUQUERQUE—L. H. Ledger, Chf., 540 So. Grand av., Los Angeles, Cal.
 Chas. E. Hill, Sec., 818 S. St., Fresno, Cal.

A. & W. F. & W. R. E.—J. T. Still, Chf., 397 Washington st., Atlanta, Ga.
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 A. M. Danielson, Sec., Box 16, Basalt, Colo.
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C. ST. P. M. & O.—J. H. Hall, Chf., L. Box 203 Altoona, Wis.
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 Henry A. Miller, Sec., 706 Union st., Schoenectady, N. Y.

D. L. & W.—J. E. Clark, Chf., 60 Pine st., Binghamton, N. Y.
 S. A. Peck, Sec., Box 124, Northumberland, Pa.
 D. & R. G.—J. A. Davidson, Chf., Salida, Colo.
 Grant Rentfrow, Sec., Pueblo, Colo.

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 D. J. Hayes, S. W., Two Harbors, Minn.
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 F. S. Simmons, Sec., Alamsagordo, N. M.
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 W. E. McCannan, Sec., Box 170 Susquehanna, Pa.
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 J. S. Johnson, Sec., Box 611, Galt, Ont.
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Mrs. W. W. Hamilton, 394 N. May st. P
Mrs. H. H. St. John, 256 N. May st. S
Mrs. F. Malbon, 1436 W. Park av. I

2—SILVER LEAF, GRAFTON, W. VA., meets 2d & 4th Wed., 2 p. m., E. of F. Hall.
Mrs. Cora E. Swisher, 335 Dewey av. P
W. Grafton..... P

Mrs. Mollie Farnsworth, Francis st. S
Mrs. T. D. Bennington, 111 Ross st. S
S. Grafton..... I

3—HANNER ST. JOSEPH, MO., meets 2d & 4th Thursday, Engineers' Hall, cor. 8th & Locust

Mrs. J. D. Wright, 1302 So. 9th st. P
M. J. Doyle, 1302 So. 9th st. S & I

4—CHARITY, LOGANSPORT, IND., meets 2d & 4th Thursday, 2:30 p.m., T. B. H. Hall, Winfield Bldg.

Mrs. Saddle Powlen, 1824 George st. P
Mrs. John Truman, 1312 Spear st. S
Mrs. B. V. Pitman, 1322 High st. I

5—MRS. W. H. WILLIS, CHICAGO, ILL., meets 1st & 3d Wednesday, 2:30 p.m., Burnside Hall, 942 Burnside av.

Mrs. A. Mc'drum, 738 Greenwood av. P
Mrs. E. O. Adams, 9367 Burnside av. S
Mrs. G. Bristol, 11703 Dearborn st. I

6—DIAMOND, SUCQUEHANNA, PA., meets alternate Thursdays 2 p. m. Odd Fellows Hall, Exchange st.

Mrs. Lottie Ginnovan, Box 625. P & I
Mrs. Ellen Keenan..... S

7—PEARL, GARRETT, IND., meets 1st & 3d Tuesday, 7:30 p.m., B. L. E. Hall, Randolph st.

8—GRATIOT, PORT HURON, MICH., meets 2d & 4th Thursdays, 2:30 p.m., Bathing Hall, 2350 Grand st.
Mrs. E. J. Waterworth, 2524 Forrest st. P
Mrs. H. A. Rutherford, 2839 Cherry st. S & I

9—N. E. BEDELL, JACKSON, MICH., meets 2d & 4th Thursdays, 2:30 p.m., B. L. E. Hall, Webb Bldg., Mechanic st.
Mrs. W. Sanford, 221 Pringle av. P
Mrs. G. L. Parshall, 501 Teneyck st. S
Mrs. Ada Bisbee, 219 Harris st. S

10—HOPE, PEORIA, ILL., meets 2d & 4th Wednesdays, Society Hall, 6th Fl., Observatory Bldg., S. Adams st.
Mrs. Jennie Crane, 603 Heox st. P
Mrs. J. Desmond, 414 Oakland av. S
Mrs. Mary Moore, 106 Saratoga st. I

11—FLOWER CITY, ROCHESTER, N. Y., meets 2d & 4th Friday, 8:30 p.m., Odd Fellows Hall, Clinton st.
Mrs. Eliza Barnard, 315 dams. st. P
Mrs. J. Attridge, 175 Penna. Ave. S
Mrs. A. Erhardt, 116 Brown st. I

12—F. C. WASHBURN, CHILlicothe, O., meets 2d & 4th Thursday, B. L. E. Hall, cor. Main & Mulberry sts.
Mrs. G. W. Walters, 678 E. Main st. P
Mrs. Wallace Williams, 151 Scioto av. S
Mrs. Augusta Michalski, Scioto av. S

12—UNITY, SAGINAW, E. S. RICH., meets 1st & 3rd Wed. B. L. E. Hall, Warren st.
Mrs. Wm. J. Tibbitts, 918 N. 4th st. S
Mrs. E. R. Grinnell, 1213 Carroll st. S
Mrs. Wm. O'Hearn, 1221 Carroll st. I

14—EXCELSIOR, SPRINGFIELD, ILL., meets 1st & 3rd Wednesday, Odd Fellows Hall, cor. 4th & Monroe sts.
Mrs. C. C. Catlin, 806 N. 7th st. P
Mrs. Chas. Clark, 916 N. 6th st. S
Mrs. M. J. Barron, 645 N. 4th st. I

15—ENTERPRISE, SEDALIA, MO., meets 2d & 4th Thursday, 2:30 p.m., in K. of P. Hall, 312 W. 10th st.
Mrs. J. A. Williams, 720 E. 4th st. P
Mrs. J. J. Valentine, 1301 Laume st. S
Mrs. Eliza Costin, 1108 E. 6th st. I

16—CLOVERLEAF, CHARLESTON, ILL., meets 2d & 4th Wednesday, 2 p.m., Odd Fellows' Hall, Sixth st.
Mrs. G. H. Daniels, 226 Third st. P
Mrs. Harry Schandorff, 1323 Adams. S
Mrs. J. B. Scully, 82 State st. I

17—CRYSTAL, DETROIT, MICH., meets 1st & 3rd Wednesday, 2:30 p.m., Elks' Temple, Monroe av.
Mrs. L. A. Welch, 421 W. McMillan av. P
Mrs. J. N. Timens, 192 Jos. Campau av. S
Mrs. Walter Smith, 967 Military av. I

18—FRIENDSHIP, FT WAYNE, IND., meets alternate Wednesdays, 2, B. L. E. Hall, 136 Calhoun.
Mrs. Anna Horning, 242 E. Williams st. P
Mrs. Ida Sierlein, 1917 High st. S
Mrs. Laura Durnell, 235 W. DeWald I

19—GOOD WILL, HUNTINGTON, IND., meets 1st & 3rd Wednesday, B. L. E. Hall, 9 Jefferson st.
Mrs. Mary Collins, 143 First st. P
Mrs. Z. B. Shank, Wilkerson st. S
Mrs. Mary Wyman, 65 S. Jefferson st. I

20—KEYSTONE, ALLEGHENY CITY, PA., meets 2d & 4th Thursday, 2 p.m., B. L. E. Hall, cor. Bidwell & Pennsylvania av.
Mrs. A. Coughlin, 925 Kirkpatrick av. P
Mrs. L. M. Reid, Conway, Pa. S
Mrs. Geo. Wilson, 1317 Adams st. I

21—BETTER HALF, ATLANTA, GA., meets 2d & 4th Thursdays, K. of P. Hall, Pryor, st.
Mrs. J. H. Welch, 411 Luckie st. P
Mrs. W. J. Wrinkle, 18 Fowler st. S
Mrs. E. S. Andrus, 430 Capitol av. I

22—SILVER STAR, GRAND RAPIDS, MICH., meets 1st & 3rd Thu., 2 p.m., B. of L. E. Hall, cor. 5th Division & Seymour st.
Mrs. Hattie B. Spraw, 721 Fifth av. P
Mrs. W. O. Filkins, 522 S. Lafayette av. S
Mrs. Carrie McDonald, 102 Eighth av. I

23—FALL BROOK, CORNING, N.Y., meets 1st & 3rd Wednesday 2 p.m. in Odd Fellows Hall, Pine st.
Mrs. Clark Keage, 321 E. Second st. P
Mrs. Frank Lecker, 329 E. 2d st. S
Mrs. Jesse Newell, 65 E. 1st st. I

24—GRAND RIVER, TRENTON, MO., meets 2d & 4th Tuesdays, B. L. E. Hall, Water st.
Mrs. C. E. Nolan, 218 E. Main st. P
Mrs. Mae Edwards, 507 Moberly st. S
Mrs. Weltha Collier. I

26—AMITY, DANVILLE, ILL., meets 1 & 3d Thursday, B. L. E. Hall, 24 Main st.
Mrs. Alice Sanger, 532 Martin st. P
Mrs. Fannie Leard, 822 N. Jackson st. S
Mrs. R. E. Knox, 421 Anderson st. I

27—QUAKER CITY, PHILADELPHIA, PA meets alternate Wednesdays, Davis Hall, 3530 Lancaster av.
Mrs. L. S. Stanton, 6519 Woodland av. P
Mrs. S. Pine, 3808 Fairmount av. S
Mrs. J. B. Moore, 3617 Fairmount av. I

28—CLIMAX, ERIE, PA., meets 1st Tuesday, 2:30 p.m., & 3d Tuesday, 7:30 p.m., B. L. E. Hall, 1230 State st.
Mrs. A. Brown, 632 10th st. P
Mrs. W. H. O'Brien, 705 E. 18th st. S
Mrs. W. Diley, 707 E. 12th st. I

29—PRAIRIE CITY, TERRE HAUTE, IND., meets 1st & 3d Wednesday, 2:00 p.m., Swope Block, cor. 7th & Ohio sts.
Mrs. Wm. H. Kingery, 1017 N. 9th st. P
Mrs. G. E. Vigneseay, 940 N. 9th st. S
Mrs. W. O. Davis, 929 N. 9th st. I

30—GOLDEN SEAL, PARSONS, KAN., meets 1st & 3d Thursday, B. L. E. Hall.
Mrs. B. Downs, 1638 Washington st. P
Mrs. Jennie Kaiser, 2320 Clark st. S
Mrs. Mary F. Dolan, 2330 Clark st. I

31—MARQUETTE, MARQUETTE, MICH., meets 1st & 3d Wednesday, A. O. U. W. Hall, Washington st.
Mrs. A. C. Anderson, So Front st. P
Mrs. D. Todd, 111 N. 5th st. S
Mrs. P. J. Keany, 742 Bluffs st. I

32—FIDELITY, CONNEAUT, O., meets 1st & 3d Wednesday, 2:30 p.m., Harrington's Hall.
Mrs. A. Belding, 522 State st. P
Mrs. E. D. Tait, 630 State st. S
Mrs. Geo. V. Whigam, 438 Madison st. I

33—MAGIC CITY, MOBERLY, MO., meet 1st & 3d Wednesday, B. L. E. Hall, cor. 5th & Reed sts.
Mrs. H. H. Smith, 800 W. Reed st. P
Mrs. J. J. Cole, 816 W. Reed st. S
Mrs. Geo. Morsey, 318 E. Collins st. I

34—CORONA, PUEBLO, COLO., meet 1st & 3d Wednesday, 3 p.m., B. L. E. Hall, Mrs. J. Stewart, 607 E. Evans av. P
Mrs. W. H. Hollis, 307 Polk st. S
Mrs. W. K. Secord, 638 Elizabeth st. I

35—GOOD CHEEK, GREEN BAY, WIS., meet 2d & 4th Wed., 2:30 p.m., K. of P. Hall, cor. Main & Washington sts.
Mrs. Will Hart, 522 Quincy st. P
Mrs. Frank Spooner, 418 N. Maple av. S
Mrs. J. H. Harwin, 215 Stuart st. I

36—SUNBEAM, BARABOO, WIS., meet 1st & 3d Saturday, 2 p.m., B. L. F. Hall, Mrs. Elma Taylor, 314 East st. P
Mrs. W. Foster, 110 1st st. S & I

37—GENEROSITY, LITTLE ROCK, ARK., meet 2d & 4th Friday, O. R. C. Hall, 1000 1/2 Markham st.
Mrs. Laura Deguire, 206 Cross st. P
Mrs. Lucy Klein, 1309 West 2nd st. S
Mrs. Esther Schemelpfenig, 1429 W. 5th st. I

38—A REASONER, HOBOKEN, N. J., meet 1st & 3d Wednesday, Fischer's Hall, 125-127 Hudson st.
Mrs. M. A. Gray, 76 Washington st. P
Mrs. A. Q. Yard, 1026 Hudson st. S
Mrs. J. King, 44 Charles st. N. Y. City, N. Y. I

39—SUNFLOWER, NEWTON, KAN., meet 1 & 3 Friday, B. L. E. Hall, 507 1/2 Main st.
Mrs. Lulu McCandless, 321 W. 7th st. P
Mrs. Jennie Plank, 122 S. Main st. S
Mrs. Sarah Huntington, 308 W. 7th st. I

40—ANCHOR, CHICAGO, ILL., meet 2d & 4th Thursday, 2 p.m., in Franklin Hall, Fraternity Bldg., 70 Adams st.
Mrs. C. W. Frisbie, 4912 Indiana av. P
Mrs. P. K. Huff, 432 W. Wash. av. S
Mrs. L. Baxter, 3539 Washtenaw st. I

41—CRISWELL, NEWARK, O., meet 1st & 3d Thursday, 2:30 p.m., Shamp's Hall, 236 E. Main.
Mrs. E. M. Howard, 19 Clinton st. P
Mrs. R. McManus, 206 Hudson ave. S
Mrs. R. E. George, 234 Lawrence st. I

42—SUNSET, SUNBURY, PA., meet 1st & 3d Thurs., 2:30 p.m., B. L. E. Hall, P. Mrs. C. E. Houser, 450 N. 4th st. P
Mrs. Mary Walls, 34 N. 4th st. S
Mrs. Geo. Bright, 613 N. 4th st. I

45—KENTUCKY BELLE, SOMERSET, KY., meets 2d & 4th Wednesday, 2:30 p.m., B. of L. E. Hall.
Mrs. J. G. Duman. P
Mrs. I. B. Riffey. S
Mrs. J. T. Catchings. I

46—QUKEN CITY, DENVER, COLO., meets 1st & 3d Wednesday, 2 p.m., Masonic Hall, 16th st.
Mrs. A. McAllister, 3768 Williams st. P
Mrs. R. McBride, 2802 Humboldt st. S
Mrs. Wm. Bolthod, 3049 Humboldt st. I

47—NEW ENDEAVOR, MATTOON, ILL., meets 1st & 3d Tuesday, 2 p.m., K. of P. Hall, Broadway.
Mrs. Dan Flynn, 801 Broadway. P
Mrs. W. H. Morris, 1305 Prairie av. S
Mrs. A. O. Zellers, 620 Wabash st. I

48—SIERRA NEVADA, SPARKS, NEV., meets 1st & 3d Wed'day, B. L. E. Hall, Mrs. E. Shepley. P
Mrs. B. F. Dolan. S
Mrs. M. J. Concom. I

49—GRANITE STATE, CONCORD, N. H., meets 2d Wednesday, 8th Thur., at 3 p.m., B. L. E. Hall, Hill Bldg.
Mrs. E. T. Young, 48 Laurel st. P
Mrs. L. H. Buntin, 40 S. Spring st. S
Mrs. G. H. Morey, 29 Broadway. I

50—ST. LOUIS STAR, ST. LOUIS, MO., meets 2d & 4th Wednesday, 1:30 p.m., Anchor Hall, cor. Jefferson & Park.
Mrs. Geo. Starr, 1116 S. 18th st. P
Mrs. Geo. Hans, 1024 S. 18th st. S
Mrs. C. Barrett, 1417 1/2 Dolman st. I

51—MEICU, CEDAR RAPIDS, IA., meets 1st & 3d Tuesdays, 2 p.m., K. of P. Hall, First st.
Mrs. H. E. Kinch, 519 E. 5th st. P
Mrs. F. C. Barber, 111 So. 6th st. S
Mrs. A. L. Towne, 1623 Bv. av. E. I

52—LITTLE MIAMI, COLUMBUS, O., meets 1st & 3d Tuesday, B. L. E. Hall, Miller's Bldg., High st.
Mrs. Mary E. Cassell, 158 W. 1st av. P
Mrs. Jas. Lambert, 183 N. 21st st. S
Mrs. Mary Lanning, 705 Neil av. I

53—RESCUE, MINNEAPOLIS, MINN., meets 1st & 3d Fridays at 2 p.m., in B. of L. E. Hall, cor. 26th st. and Central av.
Mrs. W. J. Malthouse, 2610 Central av. P
Mrs. A. O. McLane, 2531 Polk st. N. E. S
Mrs. Sam Shepard, 2734 1/2 N. E. I

54—WALTER A. SCOTT, ALTOONA, WIS., meets 1st & 3rd Thu., 2:30 p.m., B. L. E. Hall, Mrs. T. J. Killen. P
Mrs. S. A. Gardner. S
Mrs. Carrie Conn. I

55—VICTORIA, BLOOMINGTON, ILL., meets 1st & 3d Wednesday, B. L. E. Hall, 910 W. Chestnut.
Mrs. E. E. Ellsworth, 1001 N. Lee st. P
Mrs. W. C. Conover, 1101 W. Oak st. S
Mrs. W. Spruce, 811 W. Washington st. I

56—HARMONY, BRADFORD, PA., meets 2nd & 4th Wednesday, 8:30 p.m., in Newell Hall, Main st.
Mrs. G. P. Clough, 69 Davis st. P
Mrs. G. E. Lovelace, 21 Thompson av. S
Mrs. C. W. Weld, 14 Miller st. I

57—CORN CITY, TOLEDO, O., meets 2d & 4th Fri., Engin'rs' Hall, 862 Broad' y.
Mrs. Clara Jenney, 509 Crittenden av. P
Mrs. Mary Tinkler, 234 E. Erie. S
Mrs. Carrie E. Marsh, 54 K. Nowell. I

58—ROSE, DESOTO, MO., meets 1st & 3d Wednesday, K. of P. Hall.
Mrs. W. J. Eddy. P
Mrs. O. L. Owen. S
Mrs. Ed. Mercer. I

59—GLENWOOD, PITTSBURG, PA., meets 2d & 4th Thursday, 1 p.m., Hazelwood Trust Building, cor. Second and Hazelwood av.
Mrs. F. Appleby, 6411 2 av., Glenwood. P
Mrs. Harry Dayton, 5304 Gertrude st. S
Mrs. R. J. Coughan, 2nd av. I

60—HOLLY, SAYRE, PA., meets 1st & 3d Tuesday, 7:30 p.m., P. O. S. of A. Hall.
Mrs. Chas. Palmer, 316 Desmond st. P
Mrs. Alex Thompson, 122 N. Elmer av. S & I

61—CITY OF HOMES, SPRINGFIELD, MASS., meets 1st & 3d Thursday, 2 p.m., Grand Army Hall, Court st.
Mrs. H. F. Stickney, 284 Main st. P
Mrs. M. C. Merrick, Mass. S
Mrs. O. M. Smith, 29 Holyoke st. I

62—T. S. INGRAHAM, COLLINGSWOOD, O., meets alternate Tuesdays, 2 p.m., B. L. E. Hall, Collamer st.
Mrs. Geo. H. H. B. S. P
Mrs. J. B. Luce, 153 Manchester st. S
Mrs. C. C. Haskins, 121 Manning av. I

63—VALLEY CITY, WEST BAY CITY, MICH., meets 2d & 4th Wed., 2 p.m., Meed Hall, Mrs. Jennie O'Hare, 709 N. Walnut. P

64—MRS. S. J. COVER, ALTOONA, WIS., meets 1st & 3d Thursday, 2:30 p. m., Stehl's Bldg., 11th av., bet. 11th & 12th. Mrs. J. A. Lewis, 424 6th av. Mrs. J. D. Bell, 233 7th av. Mrs. M. Detrick, 1908 Union av.

65—BUCKEYE, CLEVELAND, O., meets 1st & 3d Thursday, 3 p. m., stand, Pythian Temple, 101-103 Huron st. Mrs. K. M. Shane, 44 Mentor av. Mrs. O. W. Ross, 218 E. St. Clair st. Collinwood, O. Mrs. W. M. Jolly, 352 Kirtland st.

66—GOLDEN ROD, FORT JERVIS, N. Y., meets alternate Saturdays 7:30 p. m., B. of L. E. Hall, Pike st. Mrs. Wm. H. Hector, 7 Barcelo st. Mrs. Geo. H. Johnson, 32 Orange st. Mrs. G. Manther, 30 Orange st.

67—OIL CITY, OIL CITY, PA., meets 2d & 4th Thursdays at 2 p. m., in K. of P. Hall, Center st. Mrs. S. H. Ungor, 16 Halliday st. Mrs. J. T. Smith, 6 Plummer st. Mrs. Marion Wolcott, 47 Plummer st.

68—CONFIDENCE, ROANOKE, VA., meets 1st & 3d Wednesday, 8 p. m., K. of P. Hall, cor. Jefferson st. & Salem av. Mrs. T. W. Nichols, 1013 2d av. N. W. Mrs. J. W. Hall, 723 Salem av. S. W. Mrs. C. M. Fortane, 355 Campbell st. S. W.

69—BELLIE BLY, FT. MADISON, IA., meets alternate Thursdays, 2 p. m., Heady's Hall, 231 Santa Fe av. Mrs. Nell Cooper, 2413 Burr st. Mrs. F. Newkirk, 2516 Des Moines st. Mrs. M. Martin, 2415 Webster st.

70—MERCHANT, CONNELLSVILLE, PA., meets 2d & 4th Wednesday, 2:30 p. m., I. O. O. F. Hall. Mrs. B. G. Graham, 417 Highland av. Mrs. J. Zimmerman, Fayette & 10th sts. Mrs. John Layton, 401 Washington st.

71—MRS. AGNES QUINT, KNOXVILLE, TENN., meets 1st & 3d Thurs., 2:30 p. m., French & Roberts' Hall, cor. Gay and Depot st. Mrs. W. J. Caldwell, Inskip, Tenn. Mrs. W. S. Bell, 805 Chickamauga av. Mrs. Ella McGinley, 1206 Munson st.

72—A. B. YOUNGSON, HAZLETON, PA., meets 2d & 4th Thursday, Union Hall, cor. Wyoming & Green sts. Mrs. J. Flock White, Haven, Pa. P. & Mrs. Harry Keck, Freeland, Pa. Lock Box 654.

73—EMPIRE STATE, UTICA, N. Y., meets 1st Wed. evening & 3d Wed. after noon of each month, Royal Arcanum Temple, 33 Devereux st. Miss Esther A. Pagan, 66 Roberts st. Mrs. Jessie Ballard, George st., Frankfort, N. Y. Mrs. Eva M. More, 126 Park st.

74—BARVIN BRIGHT, ROONE, IA., meets alternate Fridays, 2:30 p. m., Red Men's Hall, 7th & Story sts. Mrs. U. Farnsworth, 422 Boone st. Mrs. C. E. Sargeant, 1233 7th st. Mrs. H. S. Barron, 1113 Carroll st.

75—EVENING, EAST SYRACUSE, N. Y., meets 1st & 3d Friday, 2 p. m., Masonic Hall, Manlius st. Mrs. Jennie Freeman Mrs. Wm. Hopkins, 508 Manlius st. Mrs. John Gray, Manlius st.

76—LAURA ANNA, BICYRUS, O., meets 1st & 3d Thursday, 7:30 p. m., B. L. E. Hall, Public sq. Mrs. Paul Keckstine, 129 Fisher st. Mrs. Susie Knobler, 762 E. Mansfield. Mrs. M. Stewart, 409 E. Middletown st.

77—KATE SHEELY, ARKANSAS CITY, KAN., meet 2d & 4th Tuesdays, 2:30 p. m., Fraternal A. G. Hall, Summit st. Mrs. Frank Meyer, 711 S. B. St. Mrs. Mont. Burch, 704 S. D. St. Mrs. Nettie Davis, 708 So. A. st.

78—J. H. OSGOOD, WEAVERVILLE, PA., meets 1st & 3d Wednesday, 2 p. m., in Odd Fellows Temple, Center st. Mrs. W. R. Byers, 257 Spring st. Mrs. C. D. Winegar, 415 Randolph st. Mrs. H. D. Brown, 317 Prospect st.

79—ROYAL, RIFLE, N. Y., meets 1st & 3d Thurs., 2 p. m., 295 & 287 Elliott st. Mrs. G. Bailey, 259 Swan st. Mrs. Kate Martin, 150 Abbott Rd. Mrs. J. Tunkey, 489 N. Division st.

80—J. H. OLHAUSEN, MATCH CHUNK, PA., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. Hall. Mrs. H. Swank, E. Match Chunk. Mrs. C. B. Henry, E. Match Chunk.

81—PASCUMPIC, WOODSVILLE, N. E., meets 2d & 4th Tuesday, 2:30 p. m., K. of P. Hall, Main st. Mrs. J. E. Burckett Mrs. J. M. Warner Mrs. J. S. Loomis, 122 N. Lincoln av. Mrs. Thos. Toomey, 117 Fairview av.

82—MRS. W. F. HALLSTEAD, SCRANTON, PA., meet 1st & 3d Wed., 2:30 p. m., in Odd Fellow Hall, 208 Wyoming av. Mrs. W. Warner, 636 Harrison av. Mrs. J. S. Loomis, 122 N. Lincoln av. Mrs. Thos. Toomey, 117 Fairview av.

83—EMERALD, DODGE CITY, KAN., meets 1st & 3d Thursday, Masonic Hall. Mrs. Margaret Shaw Mrs. Ella M. Taylor.

84—SPRINGFIELD, SPRINGFIELD, MO., meets 2d & 4th Thursday, 2:30 p. m., K. of P. Hall, E. Commercial st. Mrs. W. A. Noleman 1838 Roberson av. P. Mrs. Alice R. Berst, 1613 Benton av. P. Mrs. Mary Ketchum, 1603 Seerman st.

85—GEM OF THE ROCKIES, LANARIE, WY., meets 1st & 3d Thursday, 2:30 G. A. R. Hall. Mrs. Edward Gillman, 459 9d st. Mrs. G. M. Harris, 168 Third st. Mrs. John Richert, 6th st.

86—HELPING HAND, CLINTON, ILL., meets alter to Thur., B. L. E. Hall, Public sq. Mrs. Lucy Edmiston, 308 Jackson av. P. Mrs. Ella Robinson, 802 E. Main st. Mrs. Louie McIntyre, 709 E. Main.

87—ROCK CASTLE, CREWE, VA., meets 1st & 3d Thur., 4 p. m., Odd Fellows' Hall. Mrs. John Carlin Mrs. E. C. O'Connell Mrs. E. W. James.

88—CAPITAL CITY, ALBANY, N. Y., meets 1st & 3d Friday, 2:30 p. m., Ames 65 & 67 So. Pearl st. Mrs. Anna Veder, 23 Garfield pl. P. Mrs. B. Lilly, 32 Chestnut st. Mrs. M. J. Wilson, 210 Western av.

89—CONEWAUGH VALLEY, CONEWAUGH, PA., meets 2d & 4th Thursday, B. L. E. Hall, Main st. Mrs. L. H. Goughenour Mrs. O. R. McDowell Mrs. John Hoy, Second st.

90—LONE STAR, BIG SPRINGS, TEX., meets 1st & 3d Wednesday, 3 p. m., B. E. Union Hall. Mrs. Caslow Mrs. Mae Notestine.

91—STRAWBERRY QUEEN, CENTRALIA, ILL., meets 1st & 3d Thur., B. L. E. Hall. Mrs. Geo. R. Marsh, 221 N. Locust st. P. Mrs. H. Torgerson, 383 Sycamore st. Mrs. E. E. Cookerow, 600 S. Locust st.

92—FORGET-ME-NOT, OGDENSBURG, N. Y., meets 2d & 4th Wednesday, B. L. E. Hall, 257 Ford. Mrs. A. F. Dallery, 9 Hasbroock. Mrs. A. A. Horton, 111 Jay st.

93—GEM CITY, DAYTON, O., meets 2d & 4th Tuesday, B. L. E. Hall. Mrs. M. C. Lemming, Ringgold st. P. Mrs. John Glynn, 7 S. Rietz st. Mrs. Joe Stockman, 119 Kirkham st. I.

94—CLEAR CREEK, WINSLOW, ARIZ., meets 2d & 4th Thursday, 2:30 p. m., Elks Hall. Mrs. James Hill Mrs. R. Walcott Mrs. B. Workman.

95—ANTHRACTITE, POTTSVILLE, PA., meets 2d & 4th Thursday, 2:30 p. m., Bergeman's Hall, 3d floor. Mrs. K. Hawk, 489 March Chunk av. Mrs. E. L. Binger, 465 March Chunk av. Mrs. John Glynn, 7 S. Rietz st. Mrs. Joe Stockman, 119 Kirkham st. I.

96—LOVALTY, CHICAGO, ILL., meets 2d & 4th Wed., 2 p. m., Netherwood Hall annex, cor. Taylor & Marshfield av. Mrs. Geo. Stoff, 523 S. Paulina st. P. Mrs. D. J. McKelroy, 2564 W. Harrison st. Mrs. W. Graves, 888 Warren av. I.

97—CARRELL, CHARTIERS, PA., meets 1st & 3d Wednesday, 2 p. m., Fraternal Hall, Chartiers av. Mrs. C. T. Staniek, 410 3d st., Esplen, Pa. Mrs. J. O. Trullinger, Sheridanville, Pa. Box 277.

98—TOPEKA, TOPEKA, KAN., meets 2d & 4th Friday, 3 p. m., in K. & L. of S. Hall, 701 Kansas av. Mrs. Laura Richardson.

99—S. S. EVANS, BOSTON, MASS., meets 1st & 3d Wednesday, 2 p. m., B. L. E. Hall, 164 Canal st. Mrs. C. H. Woodman, 24 Cherry st., Somerville, Mass. Mrs. F. A. Allen, 8 School st., Charlestown, Mass. Mrs. T. L. Wilkins, 23 Fearless st., Lynn, Mass.

100—HOOSAC TUNNEL, MECHANICSVILLE, N. Y., meets 1st & 3d Thursday, 2 p. m., I. O. O. F. Hall, Hazel st. Mrs. P. J. Doyle Mrs. Wm. Van Bramer.

101—GARDEN CITY, MISSOULA, MONT., meets 1st & 3d Wed., I. O. O. F. Hall. Mrs. A. Butcher, 18 Cedar st. Mrs. M. L. Casper, North 3rd. Mrs. E. B. Quimby, Railroad st.

102—ROCKY MOUNTAIN, EVANSTON, WY., meets 1st & 3d Tuesday, 7:30 p. m., B. L. E. Hall. Mrs. Alice Knoder Mrs. Claude Lindsay, 226 Center st. Mrs. Ben Guling, 214 9th st.

103—GILFPORT, GULFPORT, MISS., meets 1st & 3d Thursday, 2:30 p. m., B. of L. E. Hall. Mrs. J. Neno Mrs. J. H. Schuy, Long Branch Miss. S.

104—GOLDEN STATE, LOS ANGELES, CAL., meets 1 & 3 Thursdays, 2 p. m., in Brent's Hall, 634 1/2 S. Spring st. Mrs. J. H. Norton, 1015 Hawley st. P. Mrs. A. W. Cooley, 425 Solano av. Mrs. J. B. Neale, 2713 Darwita ave.

105—STEENROD, WHEELING, W. VA., meets 2d & 4th Thursday, 2 p. m., K. of P. Hall. Mrs. A. Toimie, 3512 Noble st., Bellairs, Ohio. Mrs. C. D. Lewis, 3945 Monroe st., Bellairs, O.

106—WESLEYLAND STANFORD, SAN FRANCISCO, CAL., 2d & 4th Tues., 2:00 p. m., Masonic Hall, 2668 Mission st. Mrs. Wm. J. Brown, 331 Shotwell st. P. Mrs. Belle Bushnell, 459 1/2 Bryant st. Mrs. F. S. Bowley, 143 Hancock st. I.

107—CHARTER OAK, HARTFORD, CONN., meets 1st & 3d Tuesday, 3 p. m., G. A. R. Hall, Cheney Bldg., 529 Main st. Mrs. Annie Lewis, E. Hartford. P. Mrs. Joseph Edmond, 35 Center st. Mrs. L. W. Smith, 277 Albany av. I.

108—GILBERT A. WELAN, SALT LAKE CITY, UTAH, meets 2d & 4th Thurs., 2 p. m., Scott-Auerbach Hall, Main st. Mrs. C. E. Sherman, 462 6th E. st. P. Mrs. W. D. Bushnell, 345 N. 1st West st. S. Mrs. W. H. Crater, 904 Main st. I.

109—WYOMING VALLEY, WILKESBARRE, PA., meets 2d & 4th Wednesday, 2 p. m., G. A. R. Hall. Mrs. Jasper Gritman, 154 Park av. P. Mrs. Annie Conway, 160 So. Grant S. I.

110—ORIOLE, BALTIMORE, MD., meets 1st & 3d Wednesday, 2 p. m., Wurtz bergers Hall, cor. Gay & Exeter st. Mrs. F. B. Hall, 1523 Oak Hill av. P. Mrs. Ella Smith, 23 E. 2nd st. Mrs. Alice Metcalf, 1042 Clifton Pl. I.

111—MISS ELIZABETH R. FITZGERALD, MARTINSBURG, W. VA., meets alternate Tuesdays, 2 p. m., K. of P. Hall, over People's Nat. Bk. Mrs. J. R. Dawson, 630 N. Queen st. P. Mrs. H. O. Hesen, 110 W. John st. Mrs. L. B. Brooks, 405 W. Martin st. I.

112—WEST PHILADELPHIA, PHILADELPHIA, PA., meets alternate Thursdays, 2:30 p. m., in Davis Hall, 6994 Lancaster av. Mrs. H. A. Mator, 5432 Marvin av. P. Mrs. W. R. Brown, 5282 Ludlow st. S.

113—PROTECTION, DES MOINES, IA., meets 1st & 3d Tuesday, 11 A. O. O. F. Hall, 613 W. Locust. Mrs. J. Platner, 815 Howe st. P. Mrs. E. E. Rehms, 1718 S. 5th st. S.

114—RELEVIE, ST. ALBANS, VT., meets 1st & 3d Wed., 2:30 p. m., B. L. E. Hall. Mrs. Alex McLaughlin, Elm st. P. Mrs. Geo. Taylor, 11 W. Weldon st. S. I.

115—COLUMBIA, WASHINGTON, D. C., meets 2d & 4th Thursday, 2 p. m., McCauley's Hall, 209 Penn'ia av. S. E. Mrs. Wm. Wagner, 182 6th st., S. W. P. Mrs. J. T. Monaghan, 2003 York Road, Baltimore, Md. Mrs. R. C. Criste, 506 Virginia av. S. E. I.

116—COLUMBUS, COLUMBUS, O., meets 1st & 3d Thursday, 2 p. m., Hildreth Hall, cor. Hildreth av. & 29th st. Mrs. Laura Mason, Box 412, Westerville, O. P.

117—MRS. C. L. BRETZ, CUMBERLAND, MD., meets 2d & 4th Thursday, 1:30 p. m., I. O. F. Hall, Center st. P
Mrs. Carrie Heron, 138 Grand av. P
Mrs. Rebecca Arnold, 132 Green st. S
Mrs. Alice Smith, 199 Grand av. S
118—WHAT CHEER, PROVIDENCE, R. I., meets 2d & 4th Wednesday, 2:30 p. m., Rhode Island Hall, 27 Westminster. Mrs. A. H. Mellor, 107 Cedar st., Pawtucket, R. I. P
Mrs. John J. Kelley, 37 Osborn st. P
Mrs. W. Rockford, 26 E. Vine st. I
119—SYMPATHY, BUTLAND, VT., meets 2d & 4th Wednesday, 2:30, W. R. O. Hall, Merchant's Row. Mrs. J. P. Sullivan, 312 West st. P
Mrs. D. Mahoney, 98 Forest st. S & I
120—UNION, CARBONDALE, PA., meets 1st & 3d Wednesday, 2:30 p. m., Cambrian Hall, cor. 7th av. & Church st. Mrs. Geo. Brandow, 154 Belmont st. P
Mrs. F. E. McMin, 92 Terrace st. S
Mrs. G. H. Dimock, 13 Chestnut av. I
121—WILLING WORKERS, EASTON, PA., meets 1st & 3d Wednesdays in Vanderwever Hall, cor. 9th and Washington sts
Mrs. M. J. Morrison, 626 Manch Chunk av. P
Mrs. Alice Stubblebine, 1236 Butler st. S
Mrs. Sallie Shaffer, 908 Berwick st. I
122—J. M. G'SKY, MILLVALE, PA., meets 1st & 3d Thurs., 2 p. m., 121 Ohio st. Mrs. A. N. Hullings, 111 Beckett st. P
Mrs. Theo. Miller, Lincoln av. S
Mrs. Wm. Whitney, 110 Lincoln av. I
123—VALVERDA, RATON, N. M., meets 1st & 3d Thurs., 2:30 p. m., K. of P. Hall. Mrs. M. F. Smith, P. O. Box 511. Mrs. C. J. Beckler, 1000 Box 57. Mrs. Emily DeLong, O. 695. I
124—G. W. STEVENS, HISTON, W. VA., meets 1st & 3d Wednesday, 2:30 p. m., I. O. F. Hall. Mrs. W. T. Lipscomb. P
Mrs. Rose E. Holstine. S
Mrs. A. G. Fredekung. I
125—MRS. W. E. HOYT, ST. PAUL, MINN., meets 1st & 3d Wednesday, 2 p. m., Odd Fellows' Hall, cor. 5th & Washburn. Mrs. J. W. Sullivan, 4 Aurora av. P
Mrs. Nellie E. Needham, 651 St. Anthony av. S
Mrs. A. B. Smith, 98 Sycamore st. I
126—ELECTRIC LIGHT, LA FAYETTE, IND., meets 2d & 4th Wednesday, 2 p. m., B. L. E. Hall. Mrs. William Orr, 1240 N. 15th st. P
Mrs. H. Williams, 1623 N. 13th st. S
127—GEO. F. WILSON, HORTON, KAN., meets 1st & 3d Wednesdays, 2 p. m., in Red Men's Hall. Mrs. Mary Casey. P
Mrs. Ida Kirk. S & I
128—ROMANTIC, INDIANAPOLIS, IND., meets 1st & 3d Thursday, B. L. E. Hall, Mass. av. & New York st. Mrs. J. S. McKibbin, 24 S. Arsenal av. P
Mrs. F. M. Simms, 1621 E. Washington st. S
Mrs. T. Wren, 20 S. Summit st. I
129—JUSTICE, AUGUSTA, GA., meets 2d & 4th Wed., 3:30 p. m., Red Men's Hall, Jackson st. Mrs. H. Ziegler, 449 Calhoun st. P
Mrs. W. H. Wallace, 443 Watkins st. S
Mrs. A. D. Wright, 902 Center st. I
130—MRS. M. E. INGALLS, COVINGTON, KY., meets 2d & 4th Thursday, 2 p. m., in Post Bldg., Madison av., between 4th and 5th sts. Mrs. J. E. Stricker, 1537 1/2 Greenup st. P
Mrs. H. Smith, 1541 Holman st. S
Mrs. H. E. Gregory, 1503 Greenup st. I
131—FOREST CITY, LONDON, ONT., meets 1st & 3d Tues., 2:30 p. m., Cullis Hall. Mrs. Duncan Mains, 606 Central av. P
Mrs. E. Lowe, 362 Simcoe st. S
Mrs. Geo. Morgan, 612 Colborne st. I
132—MRS. W. B. CURLEY, LOUISVILLE, KY., meets 2d & 4th Monday, 2 p. m., 1530 Southgate st., bet. 15th & 16th sts. Mrs. J. D. Pettig, 1923 Floyd st. P
Mrs. Pat Cain, 1230 Kentucky st. S & I
133—MAY FLOWER, PITTSBURG, KAN., meets 1st & 3d Thursday, 2 p. m., in I. O. F. Hall, West 5th st. Mrs. Rosella Reeves, 110 E. 14th st. P
Mrs. G. W. Melville, 701 N. Grand av. S
Mrs. Anna Dyer, 206 E. 14th st. I
134—MAPLE CITY, HORNEVILLE, N. Y., meets alternate Tuesdays, 7:30 p. m., B. L. E. Hall, 157 Main st. Mrs. T. Clark, 141 McManis st. P
Mrs. J. M. Hadden, 85 Maple st. S

135—ROSWELL MILLER, N. LA CROSSE, WIS., meets 1st & 3d Thursday, 2 p. m., B. L. E. Hall, Rwe st. Mrs. V. Tooke, Dubuque, Iowa. P
Mrs. R. A. Taylor, 962 Rose st. La Crosse, Wis. P
Mrs. A. Miller, 2017 George st., La Crosse, Wis. I
136—RIZPAH, HOWELL, IND., meets 2d & 4th Wednesday, 2 p. m. in B. O. F. Hall, E. Hall st. Mrs. J. H. Burns, 206 Cumberland st. P
Mrs. Elsie Miller, Glendale ave. S
Mrs. Martha Butler, Delmar ave. I
137—BLUE MOUNTAIN, HARRISBURG, PA., meets 1st & 3d Thursday, 2 p. m., Wmks Hall, 1741 6th st. Mrs. M. W. Lutz, 617 Menich st. P
Mrs. Alonzo Martin, 621 Menich st. S
Mrs. L. Kennedy, 508 Coldest st. I
138—STAR OF 1900, EL PASO, TEXAS, meets 1st & 3d Wednesday, I. O. F. Hall, E. Paso st. Mrs. Mary Schaffer, 719 N. Kansas st. P
Mrs. L. Schwartz, 915 N. Virginia st. S
Mrs. M. McGinnis, N. Stanton st. I
139—MURDOCK, SCOTTDALE, PA., meets 2d & 4th Thurs., 4 p. m., Love's Hall. Mrs. T. J. Crook, 417 Walnut av., Scottdale, Pa. P
Mrs. E. Frey, Youngwood, Pa. S
Mrs. H. M. McFeters, 150 So. Main st. I
140—SHANDY MAGIRE, TUSCUMMA, ALA., meets 2d & 4th Thursdays, 2 p. m., Masonic Hall. Mrs. S. J. Anderson. P
Mrs. J. A. Keys. S & I
141—DELAWARE, PHILLIPSBURGH, N. J., meets 2d & 4th Thurs., B. L. E. Hall. Mrs. Allen Dodd, 32 Chambers st. P
Mrs. Geo. Johnson, 23 Mercer st. S
Mrs. J. John Boxer, 157 So. Main st. I
142—VESTA, DERRY STATION, PA., meets 1st and 3d Thursdays, 2 p. m., in Tiehebbaus Hall, Chestnut st. Mrs. J. W. Gilchrist, 400 E. End ave., Pittsburg, Pa. P
Mrs. Harry Martin. S
Mrs. M. L. Lowe. I
143—CORASMITH, ELKHART, IND., meets 1st & 3d Thursday, 2:30 p. m., B. L. E. Hall, 614 So. Main st., 2d floor. Mrs. E. C. Cronk, 414 1/2 State st. P
Mrs. M. A. Dible, 608 Second st. S
Mrs. Wm. McMillan, 415 State st. I
144—PRAIRIE GEM, CHEYENNE, WYO., meets 1st & 3d Tuesday, 2:30 p. m., A. O. U. W. Hall. Mrs. C. H. Patterson, 613 W. 21st st. P
Mrs. J. B. Libby, 1920 Maxwell st. S
Mrs. F. W. Dudley, 210 E. 19th st. I
145—CONVENTY CITY, E. BUFFALO, N. Y., meets 1st & 3d Mondays, 7:30 p. m., in Jewel Hall, 699 W. Walden av. P
Mrs. J. D. Cooper, 1208 Bailey av. P
Mrs. G. A. Seitz, 70 Burgard pl. S
Mrs. J. W. Davis, 34 Burgard pl. I
146—SPRING CITY, FOND DU LAC, WIS., meets 1st & 3d Thurs., B. L. E. Hall. Mrs. W. R. Schell, 48 West Division st. P
Mrs. N. M. Lamp, 151 Sheboygan st. S
Mrs. J. W. Saff, North Fond du Lac. I
147—WELCOME, ASHTABULA, O., meets 1st & 3d Thursday, 2:30 p. m., B. of L. E. rooms, cor. Main & Center sts. Mrs. Mary Hall, 108 Station st. P
Mrs. M. Redhead, cor. Station & Todd. S
Mrs. Theresa Stewart, 23 Eames st. I
148—AUTUMN LEAF, KANSAS CITY, MO., meets 2d & 4th Wednesday, 2 p. m., Arlington Hall, cor. 10th & Walnut. Mrs. Julia Pickles, 619 S. Pleasant st. Independence, Mo. P
Mrs. R. L. Milton, 2924 Mercier av. S
Mrs. W. Herriman, 1740 Summit st. I
149—MRS. ROBERT QUAYLE, CLINTON, IA., meets 2d & 4th Wednesday, B. of L. E. Hall. Mrs. C. M. Goodrich, 681 10th av. P
Mrs. Robt. F. Barr, 500 Third av. S
Mrs. Claude Nichols, 1307 So. 7th st. I
150—MORALITY, KANSAS CITY, KAN., meets 1st & 3d Wednesday, 2 p. m., Carrie Nation Hall, 7 & Centre av. Mrs. F. A. Hurlbut, 913 Riverview av. P
Mrs. J. L. Addison, 956 Reynolds av. S
Mrs. J. Ellsworth, 623 New Jersey av. I
151—THE BELLE BELLE PLAINE, IA., meets 1st & 3d Tuesdays, 2:30 p. m., B. of L. E. Hall. Mrs. E. H. Baxter. P
Mrs. H. Westinghouse. S
Mrs. T. F. Murray. I
152—LILAC, ARGENTINE, KS., meets 2d & 4th Thursday, 2 p. m., Masonic Hall. Mrs. J. N. Adams, 111 N. Adams st. P
Mrs. J. H. Hoyland, 50 So. 7th st. S

153—MRS. T. P. FOWLER, MIDDLETOWN, N. Y., meets 1st & 3d Wednesday, 2:30 p. m., Odd Fellows' Hall, North st. Mrs. J. Ellenberger, 68 Grand av. P
Mrs. Fred Clark, 79 Grand av. S
Mrs. Edith Perlice, 35 Sprague av. I
154—W. S. BELLEN, SPOKANE, WASH., meets 2d & 4th Thursday, 2 p. m., Fraternal Brotherhood Hall, cor. Sprague and 2nd. Mrs. W. H. Evans, E. 228 Nora av. S
Mrs. J. Bigger, 423 E. Indiana av. S
Mrs. E. S. Jones, E. 1027 Augusta av. I
155—GOLDEN RULE, SASHUA, N. H., meets 1st & 3d Saturday, 2 p. m., Mechanics' Hall. Mrs. C. E. Putnam, 38 McKean av. P
Mrs. E. A. Collins, 15 Fairmont st. S
Mrs. E. A. Parker, 37 Harvard st. I
156—OAKLAND, OAKLAND, CAL., meets 1st & 3d Wednesday, 2 p. m., Fraternity Hall, cor. 7th & Peralta sts. Mrs. D. B. Chase, 1053 Peralta st. P
Mrs. M. A. Watson, 1466 12th st. S
Mrs. H. S. Gardner, 1348 8th st. I
157—RHODODENDRON, BELLWOOD PA., meets 2d & 4th Thurs., 2 p. m., Tucka-hoe Hall, bet. 12th & 13th, West Side. Mrs. Geo. Baker, 12th st. P
Mrs. Thos. Houston. S
158—NEOSHO VALLEY, CHANTE, KAN., meets 2d & 4th Friday, 2 p. m., A. O. U. W. Hall. Mrs. Ed Portsmouth. P
Mrs. John W. Henaman. S
Mrs. E. W. Parks. I
159—SUCCESS, MEMPHIS, TENN., meets 1st & 3d Wed., 2 p. m., So. Memphis. Mrs. T. G. Wagoner, 129 E. av. P
Mrs. J. M. Bruso, 273 Woodbridge av. S
Mrs. J. Haines, 240 Maryland av. I
160—PRUDENCE, MURPHYSBORO, ILL., meets 2d & 4th Wednesday, 2 p. m., Odd Fellows' Hall. Mrs. Robt. Knisely, 1519 Elm st. P
Mrs. Geo. Akin, 435 N. 16th st. S
Mrs. F. R. Legg, Carbondale, Ill. I
161—MAPLE LEAF, TORONTO, ONT., CAN., meets 1st & 3d Wed., 2 p. m., Occident Hall, cor. Queen & Bloor. Mrs. W. H. Bouskill, 13 Northcote st. P & I
Mrs. Fred A. Sproule, 77 Louisa st. Toronto Jct., Ont. S
162—MEADOW CITY, E. LAS VEGAS, N. M., meets 1st & 3d Thursday, 2 p. m., Fraternal Broth'hd Hall, Grand av. Mrs. J. B. Reed, 913 Lincoln av. P
Mrs. F. G. Boomer, 324 4th st. S
Mrs. J. H. Lowe, 906 Gallinas st. I
163—MRS. J. A. FILMORE, DUNSMUIR, CAL., meets 1st & 3d Tuesday, 2 p. m., Mrs. Mary F. Wiley. P
Mrs. Maude Silva. S
Mrs. Florence M. Kilborn. I
164—GOLDEN GRAIN, SIoux CITY, IOWA, meets 1st & 3d Wednesday, 2 p. m., Odd Fellows' Hall, 414 N. Boulevard. P
Mrs. W. E. Perry, 3516 7th st. S
Mrs. L. B. Outlin, 1209 Jennings st. I
165—LAKE, CHICAGO, ILL., meets 1st & 3d Tuesday, 2 p. m., Gardfield Hall, 514 Wentworth av. Mrs. C. A. Moore, 4417 Wabash av. P
Mrs. Clara York, 4408 State st. S
Mrs. Theo. Lowe, 4487 Princeton av. I
166—FLOYD VALLEY, SIoux CITY, IOWA, meets 1st & 3d Thursday, 2 p. m., Odd Fellows Hall, 4th st. Mrs. J. J. Gallagher, Lynn ave. P
Mrs. H. T. Carnoy, 1113 1/2 st. S
Mrs. F. Newbourn, 907 Virginia st. I
167—SNOW DRIP, GALLION, O., meets 2d & 4th Thursday, 2 p. m., I. O. F. Hall, Main st. Mrs. Edward Bodey, 300 Orange st. P
Mrs. Lettie Case, 284 First ave. S
Mrs. Isaac Flagle, N. Union st. I
168—L. S. COFFIN, FT. DODGE, IA., meets 2d & 4th Friday, 2:30 p. m., in Red Men's Hall. Mrs. H. M. Rhodes, 408 So 7th st. P
Mrs. Fred Peterson, 525 4th av. S
Mrs. C. W. Beesford, 1602 First av. So. I
169—CLERMONT, BIRMINGHAM, ALA., meets 1st & 3d Wednesday, 2 p. m., B. of L. E. Hall, 1917 1/4 First av. Mrs. J. W. Savage, 1036 North 19th st. P
Mrs. LeRoy B. Adams, 802 1/2 av. So. S
Mrs. G. Y. Horton, 1900 11th av. North. I
170—TURQUOISE, ALBUQUERQUE, NEW MEX., meets 1st & 3d Wednesday, 2 p. m., I. O. F. Hall, 277 So. 2d st. Mrs. J. H. Holman, 614 Iron av. P
Mrs. Harry Redder, S. 2d st. S

171—SUNRISE, RICHMOND, QUE., meets 1st & 3d Thursday, 2:30 p. m., Odd Fellows' Hall.

Mrs. Geo. A. Pearson, Box 96..... P
Mrs. Fred Driver, Box 29..... S & I

172—RIVERSIDE, BALTIMORE, MD., meets 2d & 4th Wednesday, Friendship Hall, Montgomery av.

Mrs. A. R. Fowler, 1431 William st. P
Mrs. Ella Stivers, 153 E. Randall st. S
Mrs. M. Jeffers, 1839 So. Charles st. I

173—MRS. J. J. HILL, BRAINER, MINN., meets 2d & 4th Wednesday, 2 p. m. I, O. O. F. Hall.

Mrs. Geo. Bertram, 217 9th st. P & I
Mrs. C. T. Duboise, First st. S

174—MRS. ROBERT H. ORR, EVANSVILLE, IND., meets 1st & 3d Friday, 2:30 p. m., Evans' Hall, cor. 5th & Locust sts.

Mrs. L. Fitzsimmons, 1052 Cherry st. P
Mrs. Robt. Skinner, 694 Williams st. S
Mrs. Kate Farrow, 1001 Chestnut st. I

175—WISCONSIN VALLEY, ABBOTSFORD, WIS., meets 2d & 4th Mon., 2:30 p. m.

Mrs. Owen Hughes..... S
Mrs. Wm. O'Connor..... S
Mrs. Stroud..... I

176—PRIDE OF CHATTANOOGA, CHATTANOOGA, TENN., meets 2d & 4th Wed., 2 p. m., K. of P. Hall, cor. 9th st. & Ga. av.

Mrs. Sam Ayers, 101 Reed av. P
Mrs. Mary Musgrove, 21 Reed av. S
Mrs. Isaac Fennbaker, 906 E. Montgomery av. I

177—ELLA MINOR, NEW HAVEN, CONN., meets 1st & 3d Thursday, 2:30 p. m., in Odd Fellows' Hall, 96 Crown st.

Mrs. Chas. W. Ralph, 440 Howard av. P
Mrs. J. J. Tracy, 299 Columbus av. S
Mrs. Geo. H. Witherell, 80 First st. I

178—MRS. C. F. LONG, MASSILLON, O., meets 2d & 4th Wednesday, 2 p. m., B. L. E. Hall, E. Main st.

Mrs. E. A. Matson, 21 Chester st. P
Mrs. C. E. McDowell, 1406 E. Tus. st. S
Canton, O. S & I

179—LORAIN, ST. LOUIS, ILL., meets 1st & 3d Friday, 2 p. m., I. O. O. F. Hall, cor. 9th st. & N. 111 av.

Mrs. W. B. Horstman, 812 Market st. P
Mrs. A. M. Adams, 624 North 9th st. S
Mrs. J. E. Barnes, 1514 Illinois av. I

180—MRS. MARGARET E. CROCKER, SACRAMENTO, CAL., meets 2d & 4th Wed., 2:00 p. m., Foresters' Hall, 1st st.

Mrs. A. E. Brown, 725 7th st. P
Mrs. W. F. Hattie, 510 Q. st. S
Mrs. B. Lightner, 914 E. st. I

181—MISTLETOE, DENISON, TEX., meets 2d & 4th Wednesday, 2 p. m., in O. E. C. Hall, Main st.

Mrs. W. D. Oland, 511 W. Chestnut st. P
Mrs. T. Z. Williams, 431W. Herron st. S
Mrs. T. B. Murphy, 311 E. Chestnut st. I

182—COURAGE, FREEPORT, ILL., meets 1st & 3d Weds., 2:30 p. m., K. of P. Hall.

Mrs. W. T. Gately, Shawnee st. P
Mrs. Ed Underwood, 39 Winslow st. S
Mrs. F. Calkins, 164 Float st. I

183—ALEXIT, EAGLE GROVE, IA., meets 1st & 3d Wednesday, 2:30 p. m., Masonic Hall, Broadway.

Mrs. A. M. Meeker..... P
Mrs. M. Ramer..... S
Mrs. M. F. Murphy..... I

184—PROSPERITY, DENVER, COLO., meets 2d & 4th Wednesday, 2:30 p. m., Woodmen's Hall, cor. S. 11th & 6th av.

Mrs. E. A. Heald, 1157 E. 6th st. S
Mrs. F. H. Bennett, 1314 W. 11th av. P
Mrs. H. Kelly, 3041 South 14th st. I
Englewood, Colo. S & I

185—SUPERIOR, SUPERIOR, WIS., meets 2d & 4th Thursday, 2 p. m., Odd Fellows' Hall, cor. 12th st. & Ogden av.

Mrs. J. R. Haman, 341 Banks av. P
Mrs. Geo. Marsland, 1811 Banks av. S
Mrs. M. Riley, 1614 13th st. I

186—ALABAMA, MOBILE, ALA., meets 1st & 3d Tuesday, I. O. O. F. Hall, St. Michael & Royal sts.

Mrs. W. D. Rayford, 307 Adams st. P
Mrs. R. Torrence, 214 S. Hamilton st. S
Mrs. E. M. Ash, 356 Warren st. I

187—J. D. BECKER, AUSTIN, MINN., meets 2d & 4th Wednesday, 2:30 p. m., B. L. E. Hall, E. Water st.

Mrs. C. Ellingson, 909 E. Bridge st. P
Mrs. S. Barr, 808 E. Bridge st. S
Mrs. J. Shook, 900 E. Water st. I

188—STAR OF NINETY-THREE, JACKSON, TENN., meets 1st & 3d Thursday, 3 p. m., K. of P. Hall, Main st.

Mrs. Jas. R. Murphy..... P
Mrs. L. B. Bailey, 645 E. Baltimore st. S
Mrs. L. W. Taylor, 1001 Chestnut st. I

189—PROSPECT, CANDEN, N. J., meets alternate Thursdays, 2:30 p. m., Wilder's Hall, cor. 5th & Pine sts.

Mrs. Geo. H. Parker, Salem, N. J. P
Mrs. M. L. Donnelly, 427 S. 5th st. S & I

190—SEMPER PARVULUS, WATERLOO, IA., meets 1st & 3d Wed. B. O. L. E. Hall.

Mrs. G. A. Martin, 227 Franklin st. P
Mrs. C. O. Payne, 418 Franklin st. S
Mrs. J. C. Mills, 927 Walnut st. I

191—EASTER, 1894, WATER VALLEY, MISS., meets 1st & 3d Wednesday, B. of L. E. Hall, Main st.

Mrs. Emma Kirby..... P
Mrs. Amber Love..... S
Mrs. W. W. Hatfield..... I

192—VENUS, CHICAGO JUNCTION, O., meets 2d & 4th Thursday, 2 p. m., B. of L. E. Hall.

Mrs. John Butler, 187 Pearl st. P
Mrs. Edgar Heacock, 186 Maple st. S
Mrs. A. G. Archer, 108 Hayes st. I

193—LION OF THE FOX, SOUTH KAUCANNA, WIS., meets 1st & 3d Wednesday, 2 p. m., B. of L. E. Hall.

Mrs. Richard B. Powers..... P
Mrs. Lawrence Kittell..... S
Mrs. Noble Watson..... I

194—PANSY, CLEBURNE, TEX., meets 1st & 3thurs., 2:30 p. m., in Conductor's Hall

Mrs. H. C. Moore, 207 S. Wilhite st. P
Mrs. J. J. Martin, cor. Brown and Caddo sts. S
Mrs. Addie Bender, S. Wilhite I

195—CACTUS, CHADRON, NEB., meets 1st & 3d Wednesday, Masonic Hall.

Mrs. M. C. Pruzsue..... P
Mrs. H. O. Smith, Box 534..... S
Mrs. John Landon..... I

196—TEXAS PRIDE, LONGVIEW, TEX., meets 2d & 4th Thursday, 12 M., B. of L. F. Hall.

Mrs. Ella Hansen..... P
Mrs. Attie Miller..... S
Mrs. Mary W. Cox..... I

197—COTTON BELT ROSE, TYLER, TEX., meets 2d & 4th Tuesday, 2 p. m., B. of L. E. Hall.

Mrs. S. Myers, 400 Oscar st. P
Mrs. G. L. McCardell, 100 Oscar st. S & I

198—DORPIAN, SCHECTADY, N. Y., meets 2d & 4th Friday, 2 p. m., St. Paul's Temple, 404 State st.

Mrs. John S. Weeks, 153 Front st. P
Mrs. Wm. Robinson, 6 N. College st. S
Mrs. James VanCleaf, 109 Becker st. I

199—HARRELL, W'CONN, MISS., meets 1 & 3 Wed., 2 p. m., Masonic Hall.

Mrs. A. Harms, Box 206..... P
Mrs. John G. Evans, 327..... S
Mrs. J. S. Harris, Box 312..... I

200—BRADFORD, NORTH PLATTE, NEB., meets 1st & 3d Tuesdays, 2 p. m., in K. of P. Hall.

Mrs. Anna Smith..... P
Mrs. Edna Douglas, Box 114..... S
Mrs. Elizabeth Crusen..... I

201—COMMUNIPAW, JERSEY CITY, N. J., meets 1 & 3 Thursday, 2:30 p. m., Masonic Hall, cor. Pacific av. & Maple.

Mrs. G. H. Jackson, 409 Chestnut st. P
Roselle Park..... S
Mrs. F. H. Tucker, 170 Hull st., Brooklyn, N. Y. S

202—BEAVER, POINT EDWARDS, ONT., meets 1st & 3d Wednesday, 7:30 p. m., I. O. O. F. Hall.

Mrs. James Broughton, Point Edwards, Ont. S
Mrs. Wm. Cooper..... S
Mrs. Isabella Jones, Sarnia, Ont. I

203—MRS. MILTON B. STOVER, W' MECHENS, W. VA., meets 2d & 4th Thursday, 2 p. m., Schaffer's Hall.

Mrs. M. B. Stover..... P
Mrs. J. E. Harrington..... S
Mrs. Belle Hannen..... I

204—STAR OF NINETY-FIVE, OLEAN, N.Y., meets 1st & 3d Wednesday, 3 p. m., Miller's Hall, State st.

Mrs. J. Hamilton, 307 N. Union st. P
Mrs. J. Freeman, 124 S. 4th st. S
Mrs. E. Billington, 311 Tompkins st. I

205—PINETREE, HENDERSON, W. VA., meets 2d & 4th Wednesday, 2:30 p. m., I. O. O. F. Hall, Main st.

Mrs. F. M. Spaulding..... P
Mrs. E. Rogers..... S
Mrs. J. Humphreys..... I

206—BORDER CITY, LAREDO, TEX., meets 2d & 4th Thurs., 2:30 p. m., K. of P. Hall.

Mrs. Jno. Pereria, 1310 Zaragoza st. P & I
Mrs. D. J. Jones, 1205 E. E. P

207—J. L. M'KINNEY, MONTGOMERY, ALA., meets 1st & 3d Thurs., 2:30 p. m., B. of L. E. Hall, Court st.

Mrs. John Spruell, 310 Columbus st. P
Mrs. Geo. Morgan, 309 Whitman st. S
Mrs. T. J. Cowell, 515 Jefferson st. I

208—PRIDE OF THE SOUTH, VICKSBURG, MISS., meets 1st & 3d Tuesday, 2 p. m., K. of P. Hall.

Mrs. A. F. Herron, 525 Washington st. P
Mrs. Kate Herbert, 612 Pearl st. S & I

209—MINNEHAMA, NEWROSE, MISS., meets 2d & 4th Saturday, 2 p. m., K. of P. Hall.

Mrs. M. Hill..... P
Mrs. Orrin Wood..... S
Mrs. Jno. Barrett, St. Cloud, Minn. I

210—MECKLESBURG, CHARLOTTE, N. C., meets 1st & 3d Wednesday, 4 p. m., I. O. O. F. Hall.

Mrs. J. D. Pettus, 704 W. Trade st. P
Mrs. Florence Crosswell..... S
Mrs. W. W. Boon, 605 W. 8th st. I

211—INVINCIBLE, BLUEFIELD, W. VA., meets 2d & 4th Thursday, 2:30 p. m., G. F. A. to cor. of L. E. Hall.

Mrs. F. M. Bennett, 32 Girls st. P
Mrs. J. O. Clendenen, 121 Carroll st. S
Mrs. Jno. Culliney, cor. Rodger and Mercer sts. I

212—SPRING VALLEY, ELLIS, KAN., meets 1st & 3d Weds., 2 p. m., A. O. U. W. Hall.

Mrs. Sadie McMahon..... P
Mrs. Mamie M. Oliver..... S
Mrs. S. J. Holman..... I

213—CANADA, OTTAWA, ONT., meets alternate Wednesdays, 8 p. m., in Canadian Foresters Hall, 15 O'Connor st.

Mrs. F. Ferguson, 124 Waverly st. P
Mrs. Walter Blythe, 233 Nepean st. S
Mrs. R. W. Botterell, 416 Slater st. I

214—MRS. C. D. HAWBOND, ONEONTA, N. Y., meets 2d & 4th Thursdays, 2:30 p. m., G. F. B. Hall, Main st.

Mrs. W. P. Emory, 32 Girls av. P
Mrs. E. Hornshu, 17 West st. S
Mrs. R. A. Gault, 43 Academy st. I

215—C. W. BRADLEY, UNION HILL, N. J., meets 2d & 4th Tuesdays Masonic Hall, Fulton st.

Mrs. W. Regendall, 310 Bergenline av. P
Mrs. Geo. Hegeman, Sharp st., Haverstraw, N. Y. S
Mrs. Z. T. Ross, New Durham, N. J. I

216—C. S. YANDBERG, VALLEY JUNCT., IA., meets 2d & 4th Wednesday, 2 p. m., Raaz Hall.

Mrs. L. G. Krull..... P
Mrs. J. W. Griffith..... S
Mrs. S. E. TenEyck, cor. 6th and Locust sts. I

217—RESERVER, ALBION, PA., meets 1st & 3d Wednesday, 2 p. m., I. O. O. F. Hall.

Mrs. E. S. Tysand..... P & I
Mrs. F. R. Irwin..... S

218—DURIQUE, DURIQUE, IA., meets 2d & 4th Wed., 2 p. m., B. L. E. Hall, 20th st.

Mrs. L. Welsh, 1438 Washington st. P
Mrs. A. Woodward, 1767 Jackson st. S
Mrs. P. Printy, 729 Bluff st. I

219—OLYMPIA, WILKINSBURG, PA., meets 1st & 3d Thursdays, 2:30 p. m., in Lohr's Hall, Wood & So. av.

Mrs. Chas. Hood, 790 Keyway st. P
Mrs. J. C. Hillgrove, 276 Main st. S
Mrs. T. F. Hillgrove, 146 4/4th st., Pittsburg, Pa. I

220—DES MOINES RIVER, ELDON, IOWA, meets 1st & 3d Tuesday, 2 p. m., K. of P. Hall.

Mrs. Lena Wilson..... P
Mrs. Grace Friend..... S
Mrs. Jane Hinkley..... I

221—CENTENNIAL, NASHVILLE, TENN., meets 1st & 3d Monday, 2 p. m., Odd Fellows' Hall, cor. Church & High.

Mrs. John Fry, 804 Stevenson av. P
Mrs. J. T. Ebaugh, 1800 Laurel st. S
Mrs. J. W. Ausp, 523 N. Second st. I

222—GOLDEN BEAR, NORFOLK, VA., meets 2d & 4th Tuesday, Ingram's Hall, cor. Brambleton & Reservoir.

Mrs. J. S. Cannon, 205 Lovitt av. P
Mrs. W. H. Wassum, 206 Clay ave. S
Mrs. W. L. Burton, Brown av. I

223—MONETT, MONETT, MO., meets 1st & 3d Wednesdays, 2:30 p. m., K. of P. Hall, Broadway.

Mrs. J. D. Mullholl..... P
Mrs. T. J. Dwyer..... S
Mrs. Mattie Smith..... I

224—KENNERSON, WORCESTER, MASS., meets 2d & 4th Thursday, 2 p. m., Castle Hall, 405 Main st.

Mrs. W. F. Killips, 10 Benefit Terrace. P
Mrs. G. P. Wetmore, 194 Russell st. S

225—PRIDE OF FLORIDA, PENSACOLA, Fla., meets 1st & 3d Thursday, 4 p. m., at 601 E. Wright st.
Mrs. F. O. Bradley, 601 E. Wright st.
Mrs. J. L. Hall, 514 E. Jackson st.
Mrs. T. J. Butler, 1021 E. Gadsden st. . . . I

226—FLICKWIRE PRIDE, HAGERSTOWN, Md., meets 1st & 3d Thu., 2 p. m., Western Masonic Temple, S. Potomac st.
Mrs. W. A. Fitzpatrick, 19 Madison st. . . . P & I

227—GOLDEN CHAIN, FORT SCOTT, KAN., meets 1st & 3d Wednesday, 2 p. m., W. O. Wall Main st.
Mrs. M. Richardson, 210 S. Barbee st. . . P
Mrs. Cora B. Storde, 501 Eddy st. . . . S
Mrs. Susie Wood, 223 S. Broadway. . . . I

228—VIRGINIA, RICHMOND, VA., meets 1st & 3d Thursday, 10 a. m., Lee Camp Hall, East Broad st.
Mrs. C. E. Conley, 1408 Porter st., Manchester, Va.
Mrs. Emma C. Cobean, 717 W. Carey st.
Mrs. W. Giesendorfer, 515 N. 8th st. . . . I

229—MRS. W. M. KEEVER, N. B., ESCANABA, MICH., meets 1st & 3d Thurs., 2 p. m., B. of L. E. Hall, Ludington st.
Mrs. Stanley Tyrrell, Charlotte st. . . . P
Mrs. M. Cusson, Jennie st. . . . S
Mrs. W. Drake, 607 S. Fanny st. . . . I

230—STAR AND CRESCENT, BUFFALO, N. Y., meets 2 & 4 Thurs., 2 p. m., Wagner's Hall, cor. Jefferson & Eagle sts.
Mrs. Mary Hotchkiss, 516 N. Div. st.
Mrs. C. C. Fish, 394 So. Division st. . . . S
Mrs. J. Springweiller, 145 Monroe st. . . . I

231—JEWEL, MILWAUKEE, WIS., meets 2d & 4th Wed., 2 p. m., Old Library Bldg., 4th st. & Grand av.
Mrs. J. O'Keefe, 473 E. . . . P
Mrs. G. W. Rodgers, 3405 Mt. Vernon av. . . . S
Mrs. J. C. Cowper, 3118 Park Hill ave. . . . I

232—BUFFALO, BUFFALO, N. Y., meets 2d & 4th Wednesday, 2 p. m., Bick's Hall, Hickory & Clinton sts.
Mrs. M. Watkins, 510 S. Division st. . . P
Mrs. Kate Frost, 410 S. Division st. . . S
Mrs. A. Eastman, 197 N. Division st. . . I

233—ORIENTAL, HANOVER, ME., meets 1st Thurs. & 3d Wed., 2 p. m., McGuire Bldg., Main & Union sts.
Mrs. J. F. Plaport, 16 Lincoln st. . . . P
Mrs. W. W. Coburn, 362 Main st. . . . S
Mrs. C. H. Barton, 80 College st., Waterville, Me. . . . I

234—NEW YORK CITY, NEW YORK CITY, N. Y., meets 1st & 3d Thurs. 2 p. m., 12th Ward Bank Bldg., Lexington av. & 125th st.
Mrs. W. Hoff, 243 Trenton av. . . . P
Mrs. G. A. Sidman, 760 Elton av. . . . S
Mrs. E. O. Baker, 23 N. Washington st., Jamaica, N. Y. . . . I

235—HELEN GOLD, OSAWATOMIE, KAN., meets alternate Wednesdays, 2:30 p. m. in B. of L. E. Hall.
Mrs. A. L. Elwell P
Mrs. James D. Martin S
Mrs. J. B. Hailer, 530 Walnut av. . . . I

236—OAK LEAF, CHICAGO, ILL., meets 2d & 4th Thurs., 2 p. m., 2074 Lakeside st.
Mrs. J. W. Daniels, 1585 Park av. . . . P
Mrs. Sadie G. Ruebsam, 15 So. 43 av. . . S
Mrs. S. M. Cowan, 2062 Carroll av. . . . I

237—CLARA BARTON, OGDEN, UTAH, meets 1st & 3d Tuesday, 2 p. m., K. of P. Hall, 24th st.
Mrs. A. VanNamee, 120 W. 30th st. . . P
Mrs. M. Shields, 2641 Washington st. . S
Mrs. Lillie V. Halsted, 520 22d st. . . . I

238—MONONA, MADISON, WIS., meets 2d & 4th Tuesday, 2:30 p. m., Memorial Hall, Monona av.
Mrs. H. Johnson, 304 W. Washington st. . . P
Mrs. Jas. F. Mills, 118 Charter st. . . S
Mrs. F. Lamphere, 1020 W. Dayton st. . . I

239—KENTUCKY, LOUISVILLE, KY., meets 1st & 3d Thursday, 2 p. m., I. O. O. F. Hall, 6th & Walnut.
Mrs. C. W. Hoffman, 1812 15th st. . . P
Mrs. A. M. Cronin, 1545 Southgate st. . S
Mrs. Jas. Tighe, 1821 Broadway. . . . I

240—SUNNY SOUTH, JONESBORO, ARK., meets 1st & 3d Wednesday, 2 p. m., Masonic Hall, Main st.
Mrs. Elma Blakeburn, 81 Carson st. . P
Mrs. Julia Henderson, 1238 Main st. . S
Mrs. M. R. Carson, Bridge st. . . . I

241—SAN XAVIER, TUCSON, ARIZ., meets 2d & 4th Tuesday, A. O. U. W. Hall. . . . I

242—COLUMBIAN, BASALT, COLO., meets 1st & 3d Tuesdays 2:30 p. m., I. O. O. F. Hall, 2d St.
Mrs. Clara Danielson P
Mrs. Anna Fahey S
Mrs. Jennie Bates I

243—SMILEY HEIGHTS, SAN BERNARDINO, CAL., meets 2d & 4th Thursday, Davis Hall.
Mrs. Walter Reid, 646 Fourth st. . . P & I
Mrs. Agnes Jackson, 854 Fourth st. . . S

244—MANILA, BROOKLYN, N. Y., meets 2d & 4th Thurs., 2 p. m., 7:30 p. m., Penn-Fulton Hall, Pennsylvania av. & Fulton st.
Mrs. E. Jardin, 282 Van Siclen av. . . P
Mrs. F. J. Lord, 299 Glenmore av. . . . S
Mrs. J. Hulmes, 552 Hart st. . . . I

245—UNEDA, SOUTH CHICAGO, ILL., meets 2d & 4th Fridays at 2 p. m. in Union Bank Hall, cor. 92d st. and Erie av.
Mrs. W. Keefe, 7853 Bond av., Chicago, P
Mrs. C. M. Weatherston, 9134 Exchange av. S
Mrs. J. Snyder, East Chicago, Ind. . . . I

246—CARNATION, JOLIET, ILL., meets 2d & 4th Thurs., 2 p. m., Castle Hall.
Mrs. T. G. Pendleton, 117 Virginia st. P
Mrs. M. Middleton, 110 Virginia st. . . S
Mrs. W. M. Ball, 409 Scott st. . . . I

247—RED RIVER VALLEY, GRAND FORKS, N. DAK., meets 1st & 3d Thursday, 2:30 p. m., I. O. O. F. Hall.
Mrs. R. Johnson, 114 N. 8th st. . . . P
Mrs. G. McTaggart, 218 N. 9th st. . . . S
Mrs. B. Findley, East Grand Forks, N. D. . . . I

248—PROCTOR, PROCTOR KNOTT, MINN., meets 1 & 3 Thurs., 2 p. m., Town Hall.
Mrs. Geo. Carleton P
Mrs. Frank Burke S
Mrs. G. H. Ryser, 416 Cummings av., W. Superior, Wis. I

249—UNION OF 1906, SYRACUSE, N. Y., meets 1st & 3d Thursday, 2 p. m., B. of L. E. Hall, cor. Seymour & Osborn st.
Mrs. E. P. Burns, 120 Merriman av. . . P
Mrs. J. F. Wier, 509 Burnett av. . . . S
Mrs. Dennis Mullane, 444 Burnett av. . . I

250—GENE OF THE OCEAN, STAPLETON, STATES ISLAND, N. Y., meets 2d & 4th Tuesday, 2:30 p. m., Felten's Hall, cor. Bay and Thompson sts.
Mrs. M. J. Hanlon, Mariners Harbor, P. M. P
Mrs. Ed. Gannon, 95 Morningside av., New York City. S & I

251—TEXAS, HOUSTON, TEXAS, meets 1st & 3d Wed., 3 p. m., K. of P. Hall.
Mrs. Jno. Guinn, 1901 Maury av. . . . P
Mrs. C. W. Connors, 1412 Liberty av. . . S
Mrs. A. Dell Homme I

252—TWENTIETH CENTURY, DECATUR, ILL., meets 2d & 4th Tuesday, 2:30 p. m., B. of L. E. Hall.
Mrs. J. B. Frequent, 751 Church st. . . P
Mrs. Elizabeth Walsh, 1535 E. Williams st.
Mrs. Mary Working, 157 E. King st. . . . I

253—NEW CENTURY, PHILADELPHIA, PA., meets 2 & 4 Thurs., 2 p. m., Schuyler's Hall, cor. 6th & Diamond sts.
Mrs. W. F. Dalton, 2527 Madison av. . P
Mrs. Benj. Stonelake, 3459 W. Clearfield st.
Mrs. L. Burnes, 2614 Chadwick st. . . . I

254—DIAWATHA, DENISON, TEX., meets 1st & 3d Thursdays 2:30 p. m. in O. R. C. Hall, 217 Main st.
Mrs. D. T. Reece, 618 Owing st. . . . P
Mrs. G. A. Somer, 630 Owing st. . . . S
Mrs. T. E. Mitchell, 613 Owing st. . . . I

255—NORTH WESTERN, MILWAUKEE, WIS., meets 1st & 3d Tuesday, 2 p. m., Academy Hall, Milwaukee st.
Mrs. J. B. Dixon, 305 Sherman pl., Waukegan, Ill. P
Mrs. H. Lillie, 304 Greenbush st. . . . S
Mrs. Wm Hoerris, 248 Scott st. . . . I

256—RAY STATE, BOSTON, MASS., meets 2d & 4th Tuesdays, 2 p. m., in Lawrence Encampment Hall, No. 724 W. Washington St.
Mrs. W. H. Thresher, 46 Sydney st. Dorchester, Mass.
Mrs. Fred H. Jones, Box 29, S. Boston. S
Mrs. H. M. Gates, 19 Higgins st., Auburndale, Mass. I

257—LYNN CAMP, CORBIN, KY., meets alternate Wednesdays, Masonic Hall.
Mrs. Mary Seitz P
Mrs. E. O. Ebersole S
Mrs. J. C. Eirk I

258—FALLS CITY, LOUISVILLE, KY., meets 1st & 3d Monday, 2 p. m., Schaefer's Hall, 27th st., bet. Portland av. &

259—CASCO BAY, PORTLAND, ME., meets 1 & 3 Thurs., 2:30 p. m., Rossini Hall, 30 Exchange st.
Mrs. F. S. Rogers, 136 Elm st., Pleasantdale. P
Mrs. W. H. Jordan, 518 Washington av. S
Mrs. Frank M. Huff, 723 Washington av., Woodford, Me. I

260—MAGNOLIA, AMERICUS, GA., meets 2d & 4th Wed., 3 p. m., K. of P. Hall.
Mrs. H. G. Tarver, Taylor st. S
Mrs. Chas. A. Culpepper, 6 S. Taylor st. . S
Mrs. J. H. Ross, Barlow st. I

261—A. E. CURTIS, PORTLAND, ORE., meets 1st & 3d Tuesday, 2 p. m., in Drew Hall, 162 Second st.
Mrs. W. J. Sally, 415 E. Ankeny st. . . . P
Mrs. J. A. Randall, 146 Sellwood st. . . . S
Mrs. Wm. O'Malley, 390 Pacific st. . . . I

262—WHITE CITY, CHICAGO, ILL., meets 2d & 4th Tuesday, 2 p. m., Souldner's Hall, 53 Halsted st.
Mrs. H. S. Ross, 5154 Union av. P
Mrs. Edward Starr, 5004 Union st. . . . S
Mrs. Edith Droun, 5002 Union av. . . . I

263—BRIGHT STAR, ASHLEY, IND., meets 2d & 4th Thurs., 2 p. m., K. of P. Hall.
Mrs. K. J. Luxan P
Mrs. J. Walters S
Mrs. W. J. Guy I

264—VANDERBILT, NEW YORK CITY, N. Y., meets 1st & 3d Tuesday, 12th Ward Bank Bldg., Lexington av. & 125th st.
Mrs. J. T. Wheeler, 500 E. 162d st. . . . P
Mrs. R. Z. Lawrence, 672 E. 137th st. . . S
Mrs. D. R. Thomas, 307 W. 119th st. . . . I

265—OLIVE BRANCH, SAVANNAH, GA., 2d & 4th Thurs., 2 p. m., K. of P. Hall.
Mrs. D. C. Warr, 209 Walburg st. . . . P
Mrs. Jno. P. Roach, 405 Tatam st. . . . S
Mrs. Albert Lodge, 902 E. Henry st. . . . I

266—W. W. WILLIAMS MEMORIAL, ROCK ISLAND, ILL., meets 2d & 4th Wednesdays, at 2 p. m., in Engineers' Hall.
Mrs. James Carl, 2224 Fourth st. . . . P
Mrs. A. M. Kough, 602 Elm st. S
Mrs. H. E. Pratt, 2804 6th av. I

267—SUNSHINE OF THE ROCKIES, KALISPELL, MONT., meets 1st & 3d Wednesday, Mcintosh Hall.
Mrs. O. E. Schoonover, Whitefish, Mont. P
Mrs. H. T. Senay, Whitefish, Mont. . . . S
Mrs. H. S. Landis, 329 W. 1st st. . . . I

268—RAMONA, COLORADO CITY, COLO., meet 2d and 4th Tuesdays at 2:30 p. m. in Woodmen's Hall, Colo. av.
Mrs. F. Y. Dibble, 210 Jefferson st. . . P
Mrs. Wm. Davis, 1611 Col. av., Col. Sp. . . S
Mrs. A. G. Pack, 823 Colo. av., Colorado Springs, Colo. P & I

269—PRIDE OF 410, EVANSVILLE, IND., meets 2d and 4th Thursday, 2:30 p. m.
Mrs. Wm. Loftus, 427 1/2 Vine st. . . . P
Mrs. Jas. Feeney, 509 Upper 3d st. . . . I

270—TWIN CITY, BRISTOL, TENN. AND VA., meets 2d & 4th Thursdays, 3 p. m., Masonic Hall, Virginia st.
Mrs. M. P. Kidd, 721 Maryland av. . . P
Mrs. J. L. C. Smith, 115 Virginia st. . . S
Mrs. J. H. Mitchell, 702 Fairview st. . . I

271—FAITHFUL & FEW, NEW FRANKLIN, MO., meets 1 & 3 Fridays, 2:30 p. m., in K. of P. Hall.
Mrs. John Ebert P
Mrs. Fred Aspelmier S & I

272—LONG ISLAND, JAMAICA, L. I., N. Y., meets 2d & 4th Thursday, 2:30 p. m., Fraternity Hall, Hartman av.
Mrs. Albert Wright, John st., Far Rockaway, L. I. P
Mrs. J. L. Forbell, 150 E. 4th st., L. I. City, N. Y. S
Mrs. Geo. Hare, 126 Jefferson av., Morris Park, L. I., N. Y. I

273—GRAND VALLEY, GRAND JUNCTION, COLO., 2d & 4th Tues. 2:30 p. m., I. O. O. F. Hall.
Mrs. Gus Trechter, 250 White av. . . P
Mrs. A. Rayburn, 124 N. Spruce st. . . S
Mrs. Thos. Cartwright, 813 South st. . . I

274—UNION CITY, ST. PAUL, MINN., meet 1st & 3d Thursdays 2:30 p. m., I. O. O. F. Hall, cor. 5th and Wabasha sts.
Mrs. W. A. Hammond, 157 Seely av. . . P
Mrs. F. Hildon, 861 Burr st. S
Mrs. C. L. Work, 911 Lawson st. I

275—MRS. J. C. SIBLEY, BRADFORD, PA., meet 1st & 3d Tuesday, 2 p. m., Malta Hall, 9 Main st.
Mrs. J. E. Henrey, 68 Jefferson st. . . P
Mrs. Thomas Everham, 168 High st. . . S
Mrs. J. R. Baker, 240 S. Mechanic st. . . I

276—MRS. GEO. W. WEST, CARBONDALE, PA., meets 1st & 3d Thursdays, at 2 p. m., Dime Bank Bldg., Main st.
Mrs. H. Quirk, Childs, Pa. P

377-CITY BY THE SEA, AT PORTSMOUTH, VA., meet 1st & 3d Tuesday 2 p. m. Knights of Columbus Hall, High st.
 Mrs. J.S. Query, Cor. Emmett & Green sts. P
 Mrs. K. Barrow, Port Norfolk, Va. S
 Mrs. F.T. Beazley, 100 N. Cook st. I

378-CLEVELAND, AT CLEVELAND, O., meets 2d & 4th Thurs., 2 p. m., Merrill's Hall, cor. Pearl & Carroll sts. P
 Mrs. J. Ferguson, 21 Palm st. S
 Mrs. C. Doyle, 117 Fairfield st. S
 Mrs. A. Cummings, 23 Brook St. I

379-MARIIGOLD, DELPHOS, O., meets alternate Thursdays, 2 p. m. in G. I. A. Hall, North Main st. P
 Mrs. Lulu Webster, E. 6th st. P
 Mrs. Ella Hampton S & I

380-MRS. ANDREW CARNEGIE, GREENSBURG, PA., meets 2d & 4th Thursdays, 2:30 p. m. at Brinker's Hall.
 Mrs. Ed. Kistler, Irwin, Pa. P
 Mrs. S. Sloan, Youngwood, Pa. S
 Mrs. A. Errett, Youngwood, Pa. I

381-GREEN RIVER, AT GREENFIELD, MASS., meets 1st & 3d Weds., 2 p. m., Forester's Hall, Bank Row.
 Mrs. F. A. Atwood, Box 5. P
 Mrs. G. W. Adams, Columbus av. S
 Mrs. H. B. Clapp, E. Deerfield, Mass. I

382-HALLIE F. WAGGENER, ATCHISON, KAN., meets 1st & 3d Tuesday, 2 p. m., Knights of Maltes Hall, Main st.
 Mrs. B. Hemrick, 1618 Commercial st. P
 Mrs. Mary E. Thomas, 614 Riley st. S
 Mrs. Emma Wilson, 122 Santa Fe st. I

383-SELMA, AT SELMA, ALA., meets 1st & 3d Tuesday, 2 p. m. B. of L. E. Hall, Mrs. W. Laughlin, 317 Selma st. R
 Mrs. P. G. Hooks, 124 Alabama st. S
 Mrs. Jas. Fitzgerald, 308 Sylvan st. I

384-BATTLE CREEK, BATTLE CREEK, MICH., meets 2d & 4th Friday, 2 p. m., in International Congress Hall.
 Mrs. W. H. Dowker, 140 Lathrop st. P
 Mrs. C. Strong, 65 Cliff st. S
 Mrs. J. Condon, 42 Beach st. I

385-TAHOMA, TAHOMA, WASH., meets 2nd and 4th Fridays, 2 p. m. in I. O. O. F. Hall, cor. E. 25th and C sts. P
 Mrs. H. E. Miller, 817 E. 27th st. S
 Mrs. E. E. Allen, 222 E. C. st. S
 Mrs. R. Elmendorf, 4954 South E. st. I

386-STAR OF MEXICO, SAN LUIS POTOSI, MEX., meets alternate Weds., 3 p. m. B. of L. E. Hall.
 Mrs. Wm. Wilcox, 3a Artilleria No. 2. P
 Mrs. M. W. Blake, Edison House. S
 Mrs. J. D. Kennedy, 2a San Augustina No. 1. I

387-APPLE BLOSSOM, BENA, ARK., meets 2d and 4th Wednesdays at 2:30 p. m. in Masonic Temple.
 Mrs. J. Thinner. S
 Mrs. Susie Scarborough. S
 Mrs. D. T. Davidson. I

388-PIKE CARNATION, SAPELUA, IND. TER., meet 2nd & 4th Weds., 2 p. m. Shier's Hall, S. Main st. P
 Mrs. J. H. Cross. S
 Mrs. Wm. Todd. S
 Mrs. Maude Hopkins, Box 265. I

389-SUNLIGHT, AT PERRI, IND., meets 1 & 3 Thursdays, Red Men's Hall, over Post Office.
 Mrs. W. O. Bickel, 120 E. 6th st. P
 Mrs. Lizzie Brundel, 123 E. 6th st. S
 Mrs. Anna Barker, 209 W. Main st. I

390-FREEMPT, FREEMPT, ILL., meet 2d & 4th Weds., 2:30 p. m. I. O. O. F. Hall.
 Mrs. T. A. Kite, 155 Mechanic st. S
 Mrs. J. W. Meyer, 61 Floast st. S
 Mrs. A. L. Wheeler, 141 Washington st. I

391-STAR OF NINETEEN HUNDRED AND THREE, DENNISVILLE, O., meets 2d & 4th Thursday, 2 p. m., in I. O. O. F. Hall, cor. Grant and 3d sts. P
 Mrs. Ed. Ingelhart. P
 Mrs. C. W. McCullough, P. O. Box 397. S
 Mrs. Bertha Smith. I

392-STRACUSE, STRACUSE, N. Y., meets 2 & 4 Thursdays, 2 p. m. Ramon Hall.
 Mrs. L. O. Heiser, 510 Fabius st. P
 Mrs. C. W. Kendall, 307 Bassett av. S
 Mrs. J. Hoodihan, 419 Hawley av. I

393-ED. H. HEATH, HOISINGTON, KAN., meets 1st and 3d Tuesdays 2 p. m. in Masonic Hall.
 Mrs. James Gleadall, Box 27. P
 Mrs. Mary Heath. S
 Mrs. O. H. Young, Box 224. I

394-ROYAL OAK, TOLEDO, O., meets 2d and 4th Thursdays in Macabee Hall, cor. E. Cassett and Clark sts.
 Mrs. J. (Miss) Roney, 53 Starr av. P

395-TWIN RIVER, NRODESHA, KAN., meets 1st & 3d Fridays at 2:30 p. m.
 Mrs. Edd Gray. P
 Mrs. Gus Scheiding. S
 Mrs. M. W. Sanderson. I

396-STAR OF THE SOUTH, SHREVEPORT, LA., meets 1st, 3d and 6th Mondays at 8 p. m., in B. of L. E. Hall 1729 Texas av.
 Mrs. J. C. Connely, 1608 Allen st. P
 Mrs. E. P. Quill, 416 Maple st. S
 Mrs. Alta Gibson, 1818 Park av. I

397-ALEXANDRA AT HAMILTON, CAN., meets 2d & 4th Wednesdays 2:30 p. m. in A. O. F. Hall, James st.
 Mrs. W. Pitt, 39 Pearl st. P & I
 Mrs. W. F. Hains, 265 Bay st. S

398-N. S. BRYAN, TWO HARBORS, MINN., meet 1st and 3d Tuesdays 7:30 p. m. in Masonic Hall.
 Mrs. Chas. Bonham. P
 Mrs. Mabel Switzer. S
 Mrs. Alfred Flora. I

399-W. A. MCGONIGAL, DULUTH, MINN., meet 1st and 3d Fridays, 2:30 p. m. in Columbia Hall, W. 20th av. and Superior st.
 Mrs. Henry Scobie, 3405 West 3d st. P
 Mrs. Willard Lincoln, 2215 W. 3d st. S
 Mrs. A. Coventry, Brainerd, Minn. I

400-TRIO - AMARILLO, TEXAS, meets 3d & 4th Thursdays 2 p. m. K. of P. Hall, Polk st.
 Mrs. C. W. Ford, 207 N. Lincoln av. P
 Mrs. P. Wallace, 310 N. Lincoln av. S
 Mrs. Henry Blake. I

401-PRIDE OF 475 SMITHVILLE, TEXAS, meets 2d & 4th Wednesdays, at 3 p. m. K. of P. Hall.
 Mrs. W. H. Young. P
 Mrs. G. W. Storer. S
 Mrs. L. S. Francis. I

402-PANHANDLE, DALHART, TEX., meets 1st & 3d Thursdays, 2:30 p. m. in B. of L. E. Hall.
 Mrs. Geo. E. Walker. P
 Mrs. W. W. Milner. S
 Mrs. Geo. Barrett. I

403-WAYNE, RICHMOND, IND., meets 1st & 3d Tuesdays, 2:30 p. m., in Royal Arcanum Hall.
 Mrs. A. W. Smyser, 408 N. 15th st. P
 Mrs. Fred. Power, 808 N. 18th st. S
 Mrs. A. C. Smyser, 1814 N. A. st. I

404-P. E. ARTHUR, OMAHA, NEB., meets 2nd & 4th Wednesday, A. O. U. W. Hall
 Mrs. E. E. Fodney, The Dunsany. P
 Mrs. Alex. Campbell, 1818 6th av. Council Bluffs, Iowa. S
 Mrs. P. Cunningham, 2315 So. 12th st. I

405-MINERVA, W'DONOUGHVILLE, IA., meets 1st and 3d Mondays, at 2 p. m., in Gould's Hall.
 Mrs. G. E. Walters, 1426 Teche st. Algiers, La. P
 Mrs. J. T. Fitzgerald, 2111 Tulane av. New Orleans, La. S
 Mrs. W. J. Van Rens, P. O. Box 65. I

406-WORLD'S FAIR, ST. LOUIS, MO., meets 1st & 3d Thursdays 2:30 p. m. at Tower Hall, 18th st. & Shenandoah av.
 Mrs. J. P. Williams, 2244 S. Jefferson. P
 Mrs. J. A. Hayes, 2705 Wyoming at S & I

407-THE GUIDING STAR OF 75, READING, PA., meets alternate Weds., 2 p. m., in Geissler's Hall, 729 Penn st.
 Mrs. J. E. Amole 636 Robinson st, Sec. Mrs. Mattie Bradford, 950 Green st, Pres. Mrs. Mary Holland, 132 W. Douglas st, Treas.

408-T. F. BELDEN, COLUMBIA, S. C., meets 1st and 3d Thursdays 2 p. m., in K. of P. Hall.
 Mrs. A. G. Menefee, 1511 Taylor st. P
 Mrs. W. T. Robinson, 1418 Gregg st. S
 Mrs. H. R. Barbour, 1481 Blanding st. I

409-ALPHA, ALLIANCE, NEB., meets 1st & 3d Thursdays, 2 p. m., I. O. O. F. Hall
 Mrs. E. Hand, E. Harris. S
 Mrs. Martha Davenport. S
 Mrs. Ada E. Allen. I

410-GLIDING LIGHT OF 842, WILMINGTON, DEL., meets 2d & 4th Thursdays 2:30 p. m. 516 Shibley st.
 Mrs. F. P. Truman, 800 W. 10th st. P
 Mrs. R. F. Manlove, 807 Pine st. S
 Mrs. G. H. Brown, 1000 Kirkwood st. I

411-THE SHINING LIGHTS OF 44, RAWLINS, WYO., meets 2nd and 4th Thursdays, 9 p. m., O'Donnell Hall, Fifth st.

412-JAMES J. HILL, SEATTLE, WASH., meets 2d & 4th Wednesdays 2 p. m. in New York Block cor 2d av. and Cherry st.
 Mrs. J. Crow, 1025 Fifth av. North. P
 Mrs. J. N. Hicks, 819 8th av. South. S
 Mrs. J. B. Kirwan, 521 Eleventh av. North. I

413-GARRET, L'FLOUV, N.Y., meets 1st & 3d Thursdays 2 p. m.
 Mrs. E. B. Mofet, 411 Elm st. P & I
 Mrs. J. Conlin, 28 George st. S

414-SOKOMIS, SHAWNEE, OKLA. TER., meet 2d & 4th Wednesdays, 2 p. m., Elks Hall, cor. Main & Beard st.
 Mrs. Wm. Martin, 204 S. Minnesota st. P
 Mrs. W. A. Haun, 181 N. Tucker st. S
 Mrs. F. O. Kugler, 316 N. Market st. I

415-LAKE ORTARIO, OSWEGO, N. Y., meets 2d & 4th Wednesdays, 2:30 p. m.
 Mrs. Chas. E. Miller, 37 W. Albany st. P
 Mrs. W. E. Cole, 92 W. Cayuga st. S
 Mrs. A. O. Hicks, 190 W. 8th st. I

416-AURA GAYNOR, KANKAKEE, ILL., meets 2d & 4th Wednesdays 2:30 p. m., Mrs. Laura Gaynor, 401 Rosewood av. P
 Mrs. Grace Shonts, 348 Chicago av. S
 Mrs. M. Webster, 527 Indiana av. I

417-THREE BRANCH, ANGKETA, ARK., meets 2d & 4th Wednesdays, 2:30 p. m., Vogel's Hall, Newton av.
 Mrs. Emma Lincoln, 62 Cedar st. P
 Mrs. Helen Letts, 722 E. 6th st. S
 Mrs. S. Buckalew, 1411 Willow st. I

418-J. H. SALLEY, LIVINGSTON, MONT., meets 1st & 3d Tuesdays at 2 p. m. in Masonic Hall.
 Mrs. J. H. Salley, 217 So. F. st. P
 Mrs. J. F. Perry, 414 W. Chinook st. S
 Mrs. P. Sorenson, 701 Lewis st. I

419-J. S. MATSON, GREENVILLE, PA., meets 2d & 4th Wednesdays, 2:30 p. m., Morrison Bldg.
 Mrs. E. O. Miller, Columbia av. P
 Mrs. F. E. O'Neil, 143 Clinton st. S & I

420-MARCHEL NEIL, MARSHALLTOWNS, IOWA., meets 2d & 4th Weds., 2:30 p. m.
 Mrs. D. J. Collins, 408 W. Nevada st. P
 Mrs. E. C. Brown, 407 So. 8th st. S
 Mrs. T. O. Clegg, 300 So. 4th st. I

421-LEIGH, LEIGHTON, PA., meets 1st & 3d Thursdays 2 p. m., Robers Hall.
 Mrs. Benj. Bartolet, 269 North 2d st. P
 Mrs. M. Jones, Box 851. S
 Mrs. Pharon Shoemaker. I

422-CHRYSLER, MEMPHIS, TENN., meets 2d & 4th Thursdays 2 p. m., Dugan's Hall, cor. Iowa & Penn st.
 Mrs. J. M. Reece, 1107 Bayburn av. P
 Mrs. Sidney Law, 291 Woodridge av. S
 Mrs. J. F. Houseal, 1111 Patton av. I

423-JOHN J. ELLIS, ST. PAUL, MINN., meets 2d & 4th Thursdays 2 p. m. in I. O. O. F. Hall, cor. Wash & 5th st.
 Mrs. Geo. Ackerly, 765 Edgerton st. P
 Mrs. John Seaton, 629 York st. S
 Mrs. E. Welch, 820 Watson av. I

424-NEW ONTARIO, FORT WILLIAM, ONT., meets 1st & 3d Thursdays, 2 p. m., Sons of Norway Hall.
 Mrs. W. F. Marcy, Fort Arthur, Ont. P
 Mrs. E. Armstrong. S
 Mrs. J. F. Kidd. I

425-ELECTRIC CITY, GREAT FALLS, MONT., meets 2d & 4th Thurs. 2 p. m.
 Mrs. Mary McDermott, 416 2d av. S
 Mrs. E. Jewell, 42 Seventh av. S & P
 Mrs. L. Larson, 115 First av. North. I

426-CHICKIES ROCK, COLUMBIA, PA., meets 2d & 4th Thursdays, 2 p. m., Swartz Bldg, cor. 3rd & Locust sts.
 Mrs. E. Dennell, 4th & Walnut sts. P
 Mrs. J. B. Williams, 182 North 3rd st. S
 Mrs. Norris Worrell, 842 Walnut st. I

427-MT. BALDY, HILLSYARD, WASH., meets 2d & 4th Tuesdays, 2 p. m. in C. O. F. Hall.
 Mrs. H. H. Jones, 156. P
 Mrs. Jas. Grant, Box 150. S

428-SCHUYKILL, TAMAQUA, PA., meets 1st & 3d Wednesdays 2 p. m., Odd Fellows Hall, E. Broad st.
 Mrs. Thomas Howells. P
 Mrs. Jas. R. McCarty, 424 Pine st. S
 Mrs. David Dress. I

429-W. E. DENNISON, COUNCIL GROVE, ILL., meets 2d & 4th Thursdays, 2 p. m.
 Mrs. W. E. Dennison. P
 Mrs. Clara Norton. S
 Mrs. Maggie Glynn. I

430-IVY, TRINIDAD, COLO., meets 2d & 4th Thursdays 2 p. m., I. O. O. F. Hall.
 Mrs. H. E. Blingh, 721 So. Padm

831—VINA ADAMS, ROANOKE, VA., meets 1st & 3d Wednesdays 2:30 p. m., Red Men's Hall, cor. Campbell & Henry sts. Mrs. B. Adams, 205 12th st., S. W. P. Mrs. Robert Spangler, 901 Campbell st., S. W. S Mrs. E. D. Schott, 827 Salem av. I

832—PHILADELPHIA, PHILA., PA., meets 1st & 3d Wednesdays, 1:30 p. m., New Federal Hall, Federal st. Mrs. F. M. Lewis, 551 Matlack st., West Chester, Pa. P Mrs. H. B. Warnick, 709 Matlack st., West Chester, Pa. S Mrs. J. T. Lawton, 1827 Federal st. I

833—LAKE ERIE, LORAIN, O., meets 2d 4th Wednesdays, 2 p. m., K. of P. Hall, Mrs. Etta Dike, 1726 woodland av., Mrs. M. H. Carpenter, 1781 Oakdale av., Mrs. Mary Harris, 316 First av. I

834—MOUNTAIN CITY, DE ROIS, Pa. Mrs. W. O. Stone, 65 So. Main st. Mrs. H. O. Bloom, 115 w. Washington st. S Mrs. J. B. Averill, 200 So. Main st. I

835—QUEEN OF THE VALLEY, ALLENTOWN, PA., meet 1st & 3d Thursdays 3 p. m. Mrs. H. A. Geissenhainer, 168 Linden av. Mrs. B. L. Beilly, 408 Friscolia st. So. Allentown. S Mrs. Mary O. Gibbons, 307 Ridge av. I

836—YORK, YORK, TEXAS, meets 1st & 3d Wednesdays, at 8 p. m., in Red Men's Hall. Mrs. J. F. Conlon, Box 386. P Mrs. W. H. Martin, Box 294. S Mrs. O. L. Haynes, Box 59. I

837—LOYAL, BELLVILLE, ONT., meets 1st and 3d Wednesday, 2 p. m., in B. of L. E. Hall. Mrs. W. Mair, Station P. O. P Mrs. A. Stewart, Station P. O. S Mrs. W. J. Logue, Station P. O. I

838—NORTH STAR, STAPLES, MINN., meets 2d and 4th Thursdays, 2:15 p. m. in Sovereign Hall. Mrs. Geo. H. Wilson. P Mrs. D. Kirchgessner. S Mrs. J. J. Gavin. I

839—PACHECO, KERN, CAL., meets 1st and 3d Thursdays, 2 p. m., K. P. Hall. Mrs. E. F. Sanderson, Box 267. P Mrs. A. F. Dryden. S Mrs. Z. T. Ptoemy. I

840—ROEBLING, TRENTON, N. J., meets alternate Thursdays, 2 p. m., Starr Hall, 189 So. Broad st. Mrs. S. B. Cubberly, 354 Brunswick av. P Mrs. L. E. Rue, 91 Carroll st. S Mrs. M. H. Johnson, 59 Carroll st. I

841—HIGHLAND, CRESTON, IOWA, meets 1st & 3d Tuesdays, 2 p. m. Mrs. Chas. F. Wagoner, Merchants Bldg., Maple st. P Mrs. Geo. B. waterman, 701 N. Birch st. S Mrs. O. E. Clapp, 309 N. Vine st. I

842—MRS. HARRY ST. CLAIR, EAST ST. LOUIS, ILL., meets 2d & 4th Thursdays, 2 p. m., in Metropolitan Bldg., 6th and Missouri av. Mrs. J. F. Dunn, 820 Bond av. P & I Mrs. S. H. McLaughlin, 625 Brady av. S

843—THE BURLINGTON, BURLINGTON, IOWA, meets 2d & 4th Mondays, 2 p. m., B. of L. E. Hall. Mrs. K. L. Richards, 1720 So. Main. P Mrs. H. O. Turner, 200 So. Gunnison st. S & I

844—SUPREME, CHAMPAIGN, ILL., meets 1 & 3 Wednesdays, 2 p. m., in B. of L. E. Hall, 26 Neil st. Mrs. M. L. Isbell, 609 W. Hill st. P Mrs. P. L. Hayes, 104 W. Springfield st. S Mrs. C. Fernald, 207 W. Eureka st. I

845—YANDALIA, LOGANSPOUT, IND., meets alternate Tuesdays, 2 p. m., in Ben Hur Hall, cor. 4th & Broadway. Mrs. Emma Lauterbach, 1011 Linden av. P Mrs. Carrie Swadener, 1018 Linden av. S Mrs. May E. Denbo, 406 Miami av. I

846—MOUNT ROYAL, MONTREAL, CAN., meets 1st & 3d Thursdays, 2:30 p. m. Mrs. Harry Wheatley, 67 Farvard st. S

847—THE PORTAGE, PORTAGE CITY, WIS., meets 1st & 3d Mondays, 7:30 p. m., in B. of R. T. Hall. Mrs. Chas. Brockman, 205 Adams st. P Mrs. E. C. Schneider, 712 Prospect ave. S Mrs. E. Krause, 110 E. Carroll st. I

848—BON ARI, GALESBURG, ILL., meets 1st & 4th Wednesdays 2:30 p. m., in B. of L. E. Hall. Mrs. W. E. Chitty, 914 Knox st. P Mrs. W. H. Miller, 106 Lincoln st. S Mrs. W. H. Calkins, 224 Lincoln st. I

849—W. D. ROBINSON, WASHINGTON, IND., meets 2d & 4th Tuesdays, 2:30 p. m., in Masonic Hall. Mrs. Byron Robinson, 900W Main st. P Mrs. Chas. Guth, 126W Walnut st. S Mrs. W. G. Stump, 1313 W. Walnut st. I

850—ESCHSCHOLTZIA, POINT RICHMOND, CAL., meets 2d & 4th Thursdays 2:30 p. m., in Eraternal Hall. Mrs. J. B. McCabe. P Mrs. J. Megraw. S Mrs. Fred Allen. I

851—MRS. JOHN HENNEY, NEW YORK CITY, N. Y., meets 2d & 4th Thursdays, 2:30 p. m., 12th Ward Bank Bldg., Lexington av. & 125th st. Mrs. Wm. R. Marley, 604 E. 162d st. P Mrs. G. A. Morhinwey, 44 North av. New Rochelle, N. Y. S Mrs. Jos. Baannon, 890 E. 136th st. I

852—ST. LAWRENCE, RIVIERE DU LOUF, PROV. QUE., CAN., meets 2d & 4th Tuesdays, 2:30 p. m., B. of L. E. Hall. Mrs. John R. Murphy, Station P. O. P Mrs. Joe. Couillard, Station P. O. S Mrs. J. Maxwell Scott, Station P. O. I

853—WARREN S. STONE, FITCHBURG, MASS., meets 2d & 4th Thursdays, 2 p. m., G. A. R. Hall, 129 Main st. Mrs. E. J. Mulany, 120 Myrtle av. P Mrs. J. H. Crowther, 110 Myrtle av. S Mrs. H. E. Parker, 38 Harvard st. I

854—ALAWO, SAN ANTONIO, TEX., meets 2d & 4th Fridays 2:30 p. m., K. of P. Hall. Mrs. E. T. Smith, 721 Crosby st. P Mrs. John A. Shirley, 608 Crosby st. S Mrs. Thos. Windger, 312 Sharer st. I

855—MRS. J. A. MORTON, BRECKENRIDGE, MINN. Mrs. Cleona, Woodford, Box 231. P Mrs. Aggie M. Darmody, Box 482. S Mrs. Sophia McCabe, Box 305. I

856—THE SANTA LUCIA, SAN LUIS OBISPO, CAL., meets 1st & 3d Thursdays, 2:30 p. m., Odd Fellows Hall. Mrs. J. H. Miller, Box 74. P Mrs. Wm. Bohemeister, Box 111. S Mrs. W. C. Bullard, 627 Niponco st. I

857—AURORA, ATRORA, ILL., meets 1st & 3d Wednesdays, 2:30 p. m., B. of L. E. Hall. Mrs. S. W. Gillespie, 414 New York street. S Mrs. E. B. Haxton, 188 N. 4th st. S Mrs. A. J. Nixon, 211 Weston av. I

858—SPRING TIME, COMMERCE, TEXAS.

859—PRIDE OF NINETY-EIGHT LINCOLN, NEB., meets 2d & 4th Fridays, 2 p. m., A. O. U. W. Hall, cor. 12th & Osts. Mrs. Fannie McCoy, 1208 U st. P Mrs. Nettie McLennan, 1427 R st. S Mrs. M. T. Pierce, 1108 T st. I

860—WHITE ROSE, LA FAYETTE, LA., meets 1st & 3d Wednesdays, 2 p. m., K. of P. Hall. Mrs. O. L. Battorf. P Mrs. Henry I. Dobbins. S Mrs. Edward Ohio. I

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TEXAS—C. D. Johnson, Chr., 20 So. 10th st. Temple, Tex. T. P. O'Bourke, Sec. & Treas. Box 306, Smithville, Tex.

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An Open Letter to Railroad Men—Number 5

Going to Heaven

A man said to us the other day:

"You conduct your business and treat your customers as though you wanted to go to Heaven sometime!"

That was a compliment to our business integrity that we appreciate.

Telling the truth and being honest with our millions of customers has built up a business of unprecedented magnitude.

It has paid, both in pocket and in conscience, to be upright in our transactions with our fellow men.

To be cited as an example of the success of straightforward business methods is surely a greater honor than to be referred to merely as an example of magnitude in merchandising.

So, when this customer spoke about our "going to Heaven," we wondered if the integrity that has characterized our business career had ever been given definite thought by the public in general.

The house of Montgomery Ward & Co. is recognized as a "big" one. And it is.

Montgomery Ward & Co. desires also to be esteemed for its fairness, its square dealing and its truthful representation—as much as for its magnitude.

We believe that we represent every article we sell to be exactly as it is.

We go to any extreme necessary to learn the exact quality of everything we offer the public.

We make an analysis, where an analysis is possible or will help us determine the truth.

We want to know the truth ourselves, and then we want to tell it to you.

If any article you order of us is not just exactly as we have told you it was, we do not want you to keep it.

Send it back, and get your money back, and tell us where we were in error, and we will thank you for the information.

We might make an occasional extra sale, doubtless, by permitting exaggerations in our printed descriptions that would make the bargains **seem** better than they really are.

But that would be neither honest nor in accordance with our established business policy.

The customer, who buys once from an exaggerated description, is dissatisfied both with his purchase and the house that fooled him.

Permanent customers—like **ours**—are not made by misrepresentation or exaggeration.

It pays to tell the truth.

In brief, the man was right; we propose to transact business as though our going to Heaven depended upon our business policy towards our fellow men.

To take advantage of our bargains you must have our **Catalogue**, which illustrates and quotes lowest prices on 125,000 articles—everything you eat, wear or use. To obtain a copy, send us the following coupon filled in with your name and address.

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The Waterway to Riviere du Loup.

Having received an urgent invitation to attend the annual gathering of our Canadian Brothers, to be held in Riviere du Loup, P. Q., on July 4th, 5th and 6th, the Editor concluded to make it his summer vacation and, accompanied by his wife, joined the party composed of Grand Chief W. S. Stone and wife, F. G. E. Bro. W. B. Prenter and wife, daughter Lillian and her friend Miss Freye, and President Insurance Department Bro. W. E. Futch and wife.

We left Cleveland on the palatial steamer City of Cleveland, on the evening of June 30, reaching Buffalo at 6:30 A. M., and after a quick meal breakfast took the trolley cars to Niagara Falls, where we spent a few moments in contemplation of the world-famed falls reach-

ing from the shore of our great country to that of another, with its 15,000 tons of water per minute dropping into the abyss below, the light of the sun playing upon the mist forming a rainbow, one end touching the United States, the other Canada, linking the two continents with a bond of gold; and here, as elsewhere, one forgets that there is a dividing line between these two English-speaking races. But what is more wonderful is the thought of the ages these thousands of tons of water have been wearing away the great mass of rocks through which the channel is cut, that the falls, the mist, and the rainbow were here before Christ was crucified—yes, even when Adam came into the world, this wonderful phenomenon existed.

We took the Gorge Route down past the rapids and the whirlpool, where the water



RICHELIEU & ONTARIO NAVIGATION CO.'S STEAMER.



YACHT PASSING THROUGH LOST CHANNEL,
THOUSAND ISLANDS.

seems to turn back for a last angry look at the rocky obstructions, then passes on to Lake Ontario and the St. Lawrence.

As we arrived at Lewiston the Toronto steamer was making the wharf, having on board thousands of our Canadian cousins coming to the Falls and Buffalo on Dominion Day, which to Canadians is what the Fourth of July is to Americans. We boarded the steamer, and with the lake as placid as a pond, the trip to Toronto was delightful. At Toronto the people seemed to have turned out *en masse* in honor of the anniversary of the Canadian national existence under one government. They seemed to be going in every direction, and when we boarded the steamer bound for the St. Lawrence at 3 P. M., we found ourselves confronted with a problem for sleeping space, the whole capacity of the steamer having been previously engaged, but through the kindly efforts of the purser we were eventually comfortably cared for. In our rambles over the boat we discovered a number of members and their families headed for Riviere du Loup, which added much to the pleasure of our long water ride. The lake continued to behave admirably to the great satisfaction of all as we zigzagged down the lake, touching at Charlotte, near Rochester, N. Y., where we arrived at 9:15 P. M., and left at 11 P. M., the steamer taking on coal at this point. The direction then is across the lake to Kingston, Ont., which is reached at 6 o'clock A. M.

Kingston is the West Point of Canada, with its military college, its massive gray stone forts, its Martillo towers and imposing buildings. It is situated at the foot of Lake Ontario, at the head of the river St. Lawrence. Breakfast is served shortly after leaving Kingston and while at the tables we entered the Thousand Island scenery.

Rain during the night and a temperature warmer than the water created a fog, which interfered somewhat with an extended view as we entered the group of

islands, which later on became so dense as to necessitate a tie-up for a time, but a breeze and the sun breaking through the clouds soon dissipated most of the fog and we proceeded on our way. From Clayton the steamer coursed along the American channel to Round Island, an exceedingly pretty island, one mile by fourteen hundred feet, abounding with pretty cottages and beautiful grounds. Passing through a labyrinth of islands, the steamer stops at Frontenac, N. Y., and Thousand Island Park on Wellesley Island, an extensive summer resort, and home of the Thousand Island Yacht Club. The scenery from Thousand Island Park to Alexandria Bay is among the most beautiful of the trip, the steamer going zigzag between a great number of islands of various sizes and colorings, some low and wooded, others high and abrupt, some containing a modest home, others more pretentious, decorated with grand mansions and castle-like structures, such as Alster Castle, Hopewell Hall and Castle Rest, with fine dock and boats of various dimensions and designs, up to the fine steam yacht.

Alexandria Bay is the Saratoga of the St. Lawrence; the great hotel here will accommodate thousands. Nearly opposite Alexandria Bay is Westminster Park on Wellesley Island, the park grounds consisting of about two hundred acres of ground, rising to a mean elevation above the water of some forty feet, with heights reaching nearly 150 feet above the river. From these heights a grand view of the islands and river may be had.

Leaving here, the steamer heads for Brockville, passing many islands decked with pine and firs, and passing the Three Sisters standing out like pickets guarding the entrance to the archipelago.

From the entrance to the river at this point there are nearly 1,800 islands, and a good sized steamer may travel fifty miles between these islands without following the same channel twice.



FIDDLER'S ELBOW, THOUSAND ISLANDS.

Brockville is a picturesque town of about ten thousand inhabitants, named after General Brock, who was Lieutenant Governor of Upper Canada, and in command of the English troops at the capture of Detroit from General Hull in 1816 and the same year was killed at the battle of Queenstown, Queenstown Heights, near Lewiston, on October 13th.

Our next stop is Prescott, named after General Prescott, nearly opposite Ogdensburg. The town is small, but they have their Fort Wellington, named after the Iron Duke, the tomb of Barbara Hick, one of the founders of Methodism in America, and the famous windmill that figured in the insurrection of 1838 as the stronghold of the patriots under the unfortunate Van Schultze who, with nine others, was executed at Fort Henry. The windmill is now used as a lighthouse.

but we soon came to the Long Sault Rapids, the first one of the really remarkable rapids of the St. Lawrence. Here, for a distance of nine miles, the blue waters of the river break into whitecaps, and as far as the eye can reach these foaming billows may be seen, and the steamer is rocked as though on the waves of a tossing sea. The river is divided into two channels by numerous wooded islands, and the narrowed channels and the descent, increase the current, and the boat with little steam darting past jutting headlands and in close proximity to great rocks, together with the roar of the surging waters and spray that frequently dashes over the vessel, makes shooting the rapids an exciting experience. Navigation of the Long Sault requires nerve and skill in those who manage the boat, and, as a precaution, four men are



SHOOTING THE LACHINE RAPIDS.

A number of Frenchmen boarded the steamer at Prescott, possibly college students or some glee club. At all events they were not only excellent singers, but loved singing, much to the delight of the great number of passengers aboard.

Here we change from the lake steamer to the river steamer, Brockville, with lighter draft, to run the rapids. Soon after leaving Prescott we pass through the first of the troubled waters of the St. Lawrence, called the Gallops, small waves indicating that there was something in the bed of the river to disturb its even flow, just an evidence that we were entering a field of turbid waters, and a little farther on, we come to the rapids Du Plat, where the whole expanse of the river is covered with small whitecaps, which do not disturb the steamer;

kept at the wheel to insure safety. The first passage of these rapids by steamer was made about 1840 under the pilotage of an Indian named Terorhiahere.

After passing the rapids we come to the Indian village of St. Regis. Interest here centers in its church and in its bell, which is connected with a historic incident of Indian revenge in early history. An English cruiser is said to have captured the bell, taking it to Salem, Mass., where it was sold to the church at Deerfield. The St. Regis Indians, hearing of the capture and disposition of their bell, proceeded stealthily to Deerfield, attacked the town, massacred forty-seven of the inhabitants, and brought one hundred and twelve captives and the bell back with them, and the bell now hangs in St. Regis church.

Cornwall is nearly opposite, and just

below this point the St. Lawrence expands into what is called Lake St. Francis, a broad expanse of water with beautiful shores, and in the distance may be seen Chateauguay Range, a spur of the Adirondacks. At the lower end of the lake the steamer makes a landing at the long wooden pier of Coteau du Lac, a little French town with a great stone church and gleaming spire which may be seen many miles away, an evidence that we are in French Canada. At Coteau we found a large number at the pier, evidently bound for Montreal, and our glee club sang a French national air, and to our delight some 20 or 30 of those on the pier joined in the singing, and then sang one of their own selection, which proved to be a grand treat. They were apparently some society on an outing.

more danger in passing the great boulders which, like sentinels, guard the entrance to it. Then come the Cascades, noted for their white-crested waves. This group of four rapids have a descent of 82½ feet and extend in all about eleven miles. Below the Cascades the river expands into Lake St. Louis, and at the head one of the branches of the Ottawa River enters into it, and the brown waters of the Ottawa may be distinctly seen for a long way.

After issuing from the lake we pass the town of Lachine, nine miles from Montreal. Above this for each rapids a canal has been provided for the western trip, and here begins the famous Lachine Canal, built to overcome the descent of the rapids. The canal is lighted by electricity its whole length for the benefit of



THE STEAMER FROM MONTREAL TO QUEBEC.

Leaving Coteau we pass under the great iron bridge of the Canada Atlantic Ry., nearly a mile and one-half long, and in a few moments we are at the Coteau Rapids, about a mile long, with a very swift current and innumerable whitecaps. Here a detachment of men sent to Montreal by boat by General Amherst in 1759 was lost. About seven miles farther down we enter the Cedar Rapids. These rapids are very turbulent, and ugly-looking rocks seem to threaten our safety, but the steamer settles and rises with the force of the dashing waters and emerges in safety, a very exciting experience, though of short duration; but we are only safely out of this rapids when we enter what is called Split Rock Rapids, another of a similar nature, only there is presumably

the shipping. Just below Lachine we pass under the iron bridge of the Canadian Pacific Railway, and we soon enter the Lachine Rapids, the greatest and most turbulent rapids of the St. Lawrence. Here the river runs through a narrow, foaming channel between two long ridges of rock, over which the water tumbles with a never ceasing suggestion of danger. The boat plunges into this mass of breakers, and to the passenger seems to be heading for a great shelving of rocks, but through the great waves and whirlpools formed by the rock obstructions the pilot deftly guides the steamer, sometimes seemingly near enough to some great rock to step from the boat to its surface, but the steamer goes on its tortuous course, midst

the rock and surging waters and we soon ride into the placid waters below, and Mount Royal, Montreal's mountain, long visible, now stands far above us at our left, and as we pass the wooded shores of Nun's Island the famous Victoria Jubilee bridge comes in view, and we soon pass beneath it and swing to the left in full view of Montreal, the largest city in Canada, situated on an island in the St. Lawrence, population 300,000. The city is built on the site of the ancient Indian village of Hochelagc visited by Jacques Cartier in 1535. It was the last section of French Canada to pass into the possession of Great Britain in 1763. Montreal is the head of ocean navigation, and a central point for the Intercolonial, Grand Trunk and Canadian Pacific Railroads.

We transfer to the steamer Montreal for Quebec at 7:30, the largest and finest steamer of the Richelieu & Ontario Company's lines. As we leave port, we get another view of the great Victoria Jubilee bridge, with its 24 piers, 23 having 242 feet span, the center 330 feet. This bridge was built in 1898 to replace the old Victoria bridge, and was constructed without interfering with traffic. It is a mile and a quarter in length, and has a width of 65 feet, space and strength sufficient for a double track steam railroad, electric tracks, and a broad roadway.

The lateness of the hour soon obscured the shores of the St. Lawrence, and we retired to get needed rest, expecting we would be in Quebec at 6:30 A. M., but an intense fog caused the captain to tie up at Three Rivers for about five hours. This gave us about four hours' view of the beautiful scenery, the quaint old towns and numerous churches in French Canada. After passing the Jacques Cartier River the river banks begin to rise, presenting a more bold and picturesque appearance as we near Quebec, culminating in the altitude of the famous Citadel of Quebec, the grand gateway of the St. Lawrence.

Brother Prenter, in taking a walk on the upper deck, fell in with the captain of the steamer, whom he immediately recognized as Captain La France, an old acquaintance, and from thence to Quebec the captain not only proved a very companionable gentleman but an excellent guide, pointing out many things of interest to us. He was introduced to all our

party, and Miss Lillian Prenter watched her opportunity with her kodak, and while the Grand Chief, Brother Prenter and the writer were talking to the captain, she obtained the accompanying picture, very excellent for a snapshot.

At 11 A. M. the steamer headed in at the dock at Quebec, eight hundred miles from Toronto by water, a trip delightful because of the splendid service, the beautiful and historic scenery and above all the general courtesy of all, especially Captain La France, who shook our hands and bid us a pleasant journey as we landed and made our way to the dark, dingy elevator or incline, with hydraulic hoist, which seems to have the hysterics because it had something to do, and somewhat at the expense of the nerves of the ladies,



On board the Montreal. G. C. E. W. S. STONE. CAPT. LA FRANCE. C. H. SALMONS. W. B. PRENTER.

but after jerking itself together moved on and landed us above the walls at Chateau Frontenac, owned by the Canadian Pacific Ry., where a scene presents itself that can be duplicated in few places on the American continent.

Like the rock of Gibraltar, the rocks of Quebec bristle with engines of war, and on the opposite bank of the river are forts ready to challenge any foreign invader. As we look out from Dufferin Terrace, across the river lies the odd looking old-fashioned town of Point Levis. A little to the east is the beautiful green Island of Orleans, and to the left is seen the broad beautiful fertile valley of the St. Charles River, dotted with villages,



VIEW OF THE CITADEL, QUEBEC.

church spires, and the small white houses of the French farmer, and the St. Charles River winding its way to the St. Lawrence, while in the distance the Laurentian Mountains tower skyward; the whole one of the greatest scope and beauty it has ever been our pleasure to witness.

Quebec is not only among the oldest but is one of the most interesting cities in America, and is often called "a bit of the Old World set down in the New." Its location was visited by Cartier in 1535, and soon after was made a trading station, but was founded by Champlain in 1608, when a struggle began to gain a permanent residence for white men among the savage Indians. Eventually it became the capital of royal government established in New France in 1663, and the French held possession until the Battle of the Plains of Abraham in 1759, when the English,

under command of General Wolfe, defeated the French army under Montcalm, both generals losing their lives in the famous contest. This battle and defeat of the French forces led to the Treaty of Paris in 1763, when the whole country became British, with Quebec as its first capital, and everywhere the visitor is shown monuments and buildings associated with Quebec's eventful history, and if one is shown about by a French guide, there is likely to be something pathetic in his narration of what is and what has been, for the name of the fatherland is still very much to the French Canadian.

The Citadel, the central figure of Quebec, covers forty acres, strongly fortified, and continuously occupied by troops, the guards always at their posts, as though still watching for the approach of some enemy. The drill of the troops and the music of the Regimental Band make it of great interest to the people of Quebec and particularly so to the tourists.

Not arriving until nearly noon, our time for observation was short, and we made the most of it by the use of conveyances. The caleche, a conveyance peculiar to Quebec, was plentifully in evidence, but we preferred what we were more used to, the carriage.

From Place D'Armes, across the street from Hotel Frontenac, we are shown the Wolfe-Montcalm Monument, the building in which Montcalm died from his wounds, and along an inner wall with many gates, originally named, but now



CHATEAU FRONTENAC AND THE ELEVATOR, QUEBEC.



THE CALECHE, QUEBEC.

mostly walled up, to the Citadel, where we were very courteously received, and a non-commissioned officer assigned us a guide.

The view from the ramparts, the highest point of Quebec, is grand; great guns, mortars, and piles of shell and solid shot are abundantly in evidence. Leaving the Citadel, we are driven to St. Louis street (Grande Allee), past the Cavalry School, and Garrison Club, through St. Louis Gate (seen on cover), view the Parliament buildings just beyond, and on out to the Plains of Abraham and the Wolfe Monument, placed on the spot where he is said to have expired. From here we turn back by the Protestant Home, Episcopal Orphans' Asylum, and to De Salaberry street, passing the St. Bridget's Asylum, to St. John street, St. Jean

Baptiste Church (R. C.), St. Matthew's English Church, down St. Augustine street to Patronage Cliff, where we had a splendid view of the lower part of the city, which lies between the bluffs and the St. Charles River. From this viewpoint we could see the Hospital of the Sacred Heart, St. Peter's Market, the General Hospital, Marine Hospital, Canadian Pacific ships and railroad station, and numerous churches and schools; while in the grounds immediately before us was a church, Jeffery Hall Hospital, Orphans' Home, and the Grey Sisters' Asylum, composed of one very large building and two smaller ones. We were then taken through St. John's Gate, and made a stop at the French Cathedral, said to be the oldest church in Canada. The record says it was built in 1647, destroyed by fire during the siege of Quebec in 1759, was rebuilt on the same walls, and on August 28, 1874, Pope Pius IX. raised it to the dignity of minor basilica. This church contains a wonderful collection of religious relics and pictures with titles of The Holy Family, Our Saviour Insulted by the Soldiers, Birth of Christ, The Flight of Joseph into Egypt, Our Saviour Attended by Angels after the Temptation in the Desert, The Immaculate Conception, St. Paul's Ecstasy, Virgin of Rosary, Miracles of St. Ann, Saviour on the Cross, The Pentecost, The Annunciation, The Agony of Our Lord in the Garden of Olives, The Apparition of the Sacred Heart to Blessed Margaret Mary, The Saviour's Sepulchre and Interment.



QUEBEC AS SEEN FROM POINT LEVIS, PROVINCE QUEBEC.



COTE D'ABRAHAM, QUEBEC.

The Baptism of Christ, Lady of Pity, St. Joseph's Death (two pictures), Vision of St. Anthony of Padua, and fourteen small paintings relating to the life of Christ, and with the altars and other decorations, one could spend hours in their study; beside these, on application to the sexton, strangers may see the large collection of ornaments in gold and brocade, consisting of a silver and gold set of 29 pieces, 1850; purple set, 26 pieces, 1850; black set, 20 pieces, 1869, and an older set more than two hundred years old, a gift of King Louis XIV., contains 22 pieces, all of French make.

Associated with this church in the same inclosure, is Laval University and Seminary. We swung around this to the ramparts and climb the hill to our starting point, having had an excellent survey of this quaint old city, with its numerous narrow, tortuous streets, many of which are so steep that they would seem almost impassable by any sort of conveyance, its reminiscent buildings, Grand Allee, and beautiful residences. It is but a glimpse, but we must be content with it, as we are due to leave Quebec at 6:20 P. M. for Riviere du Loup.

We are set down at a restaurant with a sign which indicated that the language used was English, and our carriages were dismissed. We got very good service but very bad English, and some difficulties in making them understand our wants, but we were all well pleased with our stay in this "bit of the Old World set down in the New."

We present herewith some views of Riviere du Loup and vicinity. For description see Union Meeting in Editorial Department, this issue. THE EDITOR.

Courtship by Proxy.

I was sitting one summer evening at the open window of my snug bachelor apartments on Kay Street, reflectively smoking my postprandial Partaga, and wondering whether I would not be about as comfortable during the next two months in the city as out of it, when the door was flung open, and Tom Kiddoo burst in, in a state of mingled excitement and dejection.

"My dear fellow," I said, knocking the ashes from my cigar, "what is the matter with you?"

"Matter enough," he said, flinging himself into a chair. "Did you ever have any money left to you?"

"Alas, no! I never did," I replied, with a sigh.

"Then you don't know what it is to fall heir to a lot of property only on condition that you marry somebody you don't like, when you are madly in love with somebody else, and your governor is insisting on your tying yourself for life to the woman you don't want, and having nothing whatever to do with the woman you do want."

I swung around in my chair and looked



RUE SOUS LE CAP, QUEBEC.

at him. "This is very interesting," I said. "You don't mean that you are in a scrape of that kind?"

"Yes, I do. The whole thing is just this. When I was a boy, my uncle Oliver died, and meanly taking advantage of my youth and helplessness, left his whole fortune to my cousin, Rebecca Mudge—(think of that for a name!)—and me, on condition that we marry each other. If we don't, the money is to go to some charitable institution. Mudge lives with her family at Oldport, and her governor is as eager for the match as my governor. Now, my governor has taken it into his head that we are old enough to consummate the infernal compact, and as he is pretty hard pressed just now for money, he in-

"Perhaps you would learn to love her even better than the angel."

"Great heavens! You don't know what you are talking about," exclaimed Tom, jumping up and commencing to pace the floor.

"Then think of the fortune."

"What do you take me for?" exclaimed Tom excitedly. "Am I a man to sell my soul for filthy lucre?"

"Does your angel reciprocate your passion?"

"I don't know. I've never asked her. With this odious will hanging over me how could I? If I had told her the facts she would have refused me instantly, out of pure generosity."

"Then, my dear fellow," I said, laugh-



VIEW OF RIVIERE DU LOUP, PROVINCE QUEBEC.

sists on my going down to Oldport day after tomorrow, getting acquainted with Mudge and arranging the preliminaries for our marriage in the fall."

"Well," said I, "what possible objection can you have to doing it?"

"The greatest of all objections," he replied, excitedly. "I love another—an angel who left a vacant place in heaven when she was born on earth—and I cannot leave her. When I am here, I can see my darling almost daily. If I am compelled to go to Oldport the separation would kill me in a week."

"Have you ever seen—Mudge?"

"Never in my life."

ing, "there's only one course to adopt, and that is to brave your father's displeasure and refuse to carry out the compact."

"I don't dare to," he said gloomily. "The governor would turn me out of the house. I am deeply in debt and have already exceeded my allowance. I can't brave the governor at this time. I must have a chance to turn about first."

"I don't see that I can help you then," I said.

"Yes, you can," he replied, quickly. "That's just what I came here for. I've got a plan that will work to a charm, and will give me a good three months' delay,



FRASERVILLE, FROM THE WHARF.

and save me a long separation from my darling into the bargain."

I looked at him inquiringly, and he proceeded with great eagerness.

"Look here! I never saw Mudge or a single individual of the Oldport family in my life. They wouldn't know me from a hill of beans. I will stay here in town and keep out of the governor's way, while you go down to Oldport and introduce yourself as Mr. Tom Kiddoo."

"You are mad!"

"Nothing could be easier," continued Tom; "and it would help me out wonderfully. You could make love to Mudge for a couple of months or so, and in the meantime I could arrange matters here; then, when all was ready, I could announce my resolution to the governor and go to my dear girl with my heart in my hand, telling her of the sacrifice I had

made, and ask for hers in return."

"And I could go to jail!" I said.

"Nonsense! You wouldn't do anything of the kind; and, besides being a lasting favor to me it would be a splendid lark for you."

I reflected. As Tom said, it would be a beautiful lark. Perhaps Rebecca Mudge was an angel, too. It could do no great harm, for she had never seen Tom, and, of course, had formed no attachment for him. As for me, it was possible that she had as strong an aversion to the match as Tom had, and would therefore naturally detest me, so there would be no danger of a broken heart, no matter how violent my love-making might be. Under such circumstances I had no compunctions in acting upon Tom's idea.

"I'll do it," I said, after a pause. Tom grasped my hand with the greatest fervor.

"I knew you would, old man," he said, "I knew you would. God bless you! And if you can only behave down there so as to make the whole family hate the sight of you, the thing will be brought about so much easier."

We settled the details next day. Tom procured me a letter of introduction from his father to Mr. Jonas Mudge. He also gave me a pack of his visiting cards, some stationery with his monogram, and a seal ring with his initials, T. K., on the stone. I had his name painted on the end of my trunk, and carefully discarded everything that could possibly lead to my identification. Tom then took an affectionate farewell of his father and went to a boarding-house three blocks distant, assuming my



TADOUSAC AND BAY OF THE SAME NAME AT THE MOUTH OF THE SAGUENAY RIVER, P. Q.

own name of Ned Rushmore for the occasion, while I embarked on the 5 P. M. boat for Oldport, not without some misgivings as to the result.

I reached the Mudge mansion about breakfast time next morning, and was warmly welcomed by the entire family.

"I'm glad to see you, my boy," said the paternal Mudge, shaking me cordially by the hand. "My stars! How much you do look like your father!"

I found Miss Rebecca Mudge to be a young lady of about twenty—a listless, washed-out blonde, with a face betokening amiability without character; a docile enough person, but one in regard to whom it would be difficult to feel any sort of interest whatever. She regarded me with perfect indifference, apparently ac-

been brought to a sudden conclusion by an occurrence that had never once entered into my calculations.

One morning about three weeks after my arrival, Miss Mudge came into the breakfast room where I sat reading the paper.

"Who do you think is coming, Mr. Kiddoo?" she said, smiling. "An old and very dear friend of yours. Now guess who it is."

My cheeks blanched; my knees smote together; the paper fell from my grasp, and I really believe my heart stopped beating.

"I—I can't," I gasped, feebly.

"Hilda Duryea," she exclaimed, triumphantly holding up a letter before me.

I was on the point of saying, 'And



SPORTSMAN'S CAMP, TEMISCOUATA LAKE, TEMISCOUATA RAILWAY, P. Q., WHERE PICNIC WAS HELD.

cepting her marriage to Mr. Tom Kiddoo as one of the foregone conclusions of her colorless life. Nevertheless, I found her companionable enough, and I soon installed myself in her father's good graces by paying her every attention consistent with my assumed character. This was not difficult, for she was by no means bad looking, and dressed well; so that I had no aversion to driving her about Oldport, to strolling with her on moonlight evenings, or to mingling freely as her attendant, with her little circle of society. In fact, I might, perhaps, have ended by actually becoming interested in her, had she shown the slightest spark of interest in me, and had not the "beautiful lark"

who the deuce is Hilda Duryea?" but recollected myself, and faintly ejaculated, "You don't say so!"

"Yes, indeed. She'll be here early tomorrow morning, on the New York boat, and is going to stay all the rest of the summer. Oh, won't we have a splendid time!"

"Yes, no doubt," I replied.

"Why, you don't seem pleased a bit," said Rebecca, returning the letter to the envelope.

"Oh, yes, I am," I returned, jumping up. "I'm tickled half to death. We'll have lots of fun—lots of—fun. I'm quite too awfully delighted!"

Miss Mudge looked at me somewhat

doubtfully. My face must have been a perfect picture of despair, but I capered about the room in a ghastly attempt to express my rapture. Her mother called her, however, before she had a chance to inflict any fresh torture, and I rushed out doors to think it over.

There was little use in thinking of the matter, for, of course, my only chance of safety was in immediate flight. The only thing to consider was how to accomplish this with the least ignominy. Whatever excuse I might make for a sudden departure would be immediately connected by the family with the visit of Miss Duryea. I would be questioned about it, which would be unpleasant, and the plot might

the family should have retired to bed.

At the supper table that evening, Rebecca, whose head had been full of her expected visitor all day, suddenly exclaimed:

"Mr. Kiddoo, I've a splendid idea. The New York boat will be in about three o'clock in the morning, you know. What do you say to getting up early and driving with me down to the wharf to meet her? Wouldn't it be jolly!"

I was about to exhibit some extravagant demonstrations of delight when there was a sound of wheels without, the quick bang of a carriage door, and a brisk ring of the bell. Rebecca jumped up from the table; the entire Mudge family rose to their



MISSOURI PACIFIC TRAIN NO. 1, LEAVING JEFFERSON CITY. BRO. P. SMITH, DIV. 48. AT THE THROTTLE. THE CAPITOL OF MISSOURI AND THE MISSOURI RIVER IN THE DISTANCE.—Bro. Wallace Yost, Div. 178, Phot.

be discovered, or at least suspected, before I could make myself scarce. The only alternative that seemed open to me was to fly by night. This would not be difficult. The room which I occupied was a front one, facing the street. The windows opened upon the roof of a piazza, and escape to the ground with the aid of the vines and the darkness would be easy. It would be a miserable, contemptible ending of my "lark," but I had no desire to view the interior of Oldport jail. Having arrived at this conclusion, I packed my carpet-bag and prepared for a surreptitious departure just as soon as

feet; there was a chatter of voices in the hall, the door of the supper room was thrown quickly open, and on the threshold appeared, flushed, laughing and dimpled, the most beautiful thing I had ever beheld in my life.

"Hilda!" exclaimed Rebecca, springing forward, and in an instant there was a babel of voices, in which, in my dazed and collapsed condition, I could only distinguish "darling," "you dear girl," "surprise," "came by day train," "so glad," etc., etc. I looked about for a chance to escape, but the excited group blocked up the doorway. A chill of hor-

ror such as I shall never forget to my dying day, froze my blood as Rebecca Mudge turned around and said:

"But here is some one that you didn't expect to see. I believe, Hilda, that you and Mr. Tom Kiddoo are old friends."

I smiled a ghastly smile and held out my hand.

"A pleasant surprise, indeed," I said.

The beautiful brown eyes opened to their widest extent, and a startled look came into them as they met mine. I gave myself up for lost, and darted toward her a look of imploring helplessness. She looked at me earnestly for an instant, with the slightest possible shrink-

When I retired to my chamber that night I unpacked my bag, and resolved to remain in the house at all hazards until I could see Miss Duryea alone. I passed a sleepless night, and descended the stairs next morning, haggard, feverish, and utterly dejected and miserable. My good star was in the ascendant, however, for Miss Duryea was on the front piazza and alone. I sought her side immediately, thinking, as I approached her, what a lovely picture she made in her white muslin dress, and with her luxuriant hair braided in two simple braids that fell below her waist. Framed as she was in a circle of climbing vines, she was a study for the best of *genre* painters. As she saw



G. C. OF A. EL ORO RAILROAD, MEXICO.

H. E. Eckley, 336.

O. S. Crest, 224.

Jas. Casey, 224.

J. F. White, 453.

N. J. Taper, 571.

Mrs. J. H. Eckley, 235, G. I. A., only member in El Oro.

ing back, as though trying to comprehend the mystery. Then with a face which all the color had suddenly left, she placed a trembling hand in mine, and instantly withdrew it.

I could have fallen down upon my knees and worshiped her. Contemptible impostor that I was, and as she knew me to be, she yet was merciful enough to refrain from denouncing me without an opportunity for explanation. Few women could have resisted such a natural impulse, and from that moment I was her slave.

me she turned her back towards me, but I would not be rebuffed.

"I know not how to thank you, Miss Duryea," I said humbly, "for your consideration to me last night. I had no right to expect anything but the shame of exposure, and I am very grateful."

She turned her dark eyes full upon me with a scornful curl of the lips, but made no answer.

"Whatever you think of me," I continued, "I am neither a thief nor a villain. I can scarcely expect you to believe me, but I am most painfully situated. I ad-

mit that I am an impostor, but I am not a scoundrel."

"Then why are you here," she said, "under a name that is not your own? What end had you in view? Who are you?"

"A fool," I replied, "who to oblige a friend has placed himself in a most ridiculous position." And then I unburdened to her the whole story, revealing my name; Tom Kiddoo's infatuation with the young lady in New York; his repugnance to the proposed marriage with Rebecca, his request for me to personate him for a time, and my good-natured compliance. I ended by expressing my contrition for the course I had taken, and im-

and a mind quite dazed with her beauty and her manner. For as I stood before her I had had an opportunity of watching every expression of her mobile features. I had gazed into the depths of her lovely brown eyes; I had seen the tremor of her red lips and the faint shadows of the smiles that suggested themselves about the sensitive mouth. I had watched the dimples spring into her cheeks and the merry light come into her eyes, and I had seen her color come and go, and her whole face relapse into thoughtfulness when I implored her to keep my secret. I was lost, and I knew it. In those few moments she had woven about me a spell more potent than that invoked by conjurer, and as I watched



EXCURSION OF ATTENDANTS AT THE BIRMINGHAM MEETING,

June 22, at the Penn Coal & Iron Co.'s Plant, L. & N. Ry.—Courtesy Bro. J. S. May.

ploring her in extravagant terms, for Tom's sake, for my sake, for the sake of her own summer's pleasure, to keep my secret and to treat me as Kiddoo.

She regarded me intently during my narrative, and her mouth showed a slight tendency to smile as I came to the end. Her face became grave for a moment when I ceased, and she said, at last, quietly:

"I will not betray your confidence, sir, unless you prove unworthy of mine."

She turned away and entered the house, leaving me standing among the vines, gazing after her with a grateful heart,

her retreating figure, with the soft tones of her voice still ringing in my ears, I knew that I was in love and beyond the reach of all argument or reason.

In the weeks that followed I scarcely knew whether to consider myself happy or wretched. I was happy in being with her, in listening to her, in gazing at her whenever I could do so unobservedly.

I was wretched when I thought of the contemptible light in which I must appear in her eyes, and of the necessity of playing out the miserable comedy to the end. And what the end would be I could not conceive, except that whatever it was,

it could scarcely fail to be productive of wretchedness for me. I did not obtrude myself upon her society, but there were many times when, together with Rebecca, I was unavoidably with her for hours at a time. She always treated me politely, sometimes turned and addressed herself to me with the most perfect familiarity and frankness; but I realized that at these times I was, to her, Tom Kiddoo, and not my proper self. On several occasions, on looking suddenly up, I detected her eyes fixed stealthily upon me and regarding me with a look of intense interest. Then she would turn quickly away with a blush of confusion, and I would hang my head and feel, if possible, more contemptible than before.

cliffs overlooking the sea. It was near the close of a lovely day. The long, level line of the sleepy blue water was broken only here and there by a loitering sail; the surf broke against the foot of the rocks lazily, and the idle breeze was warm to my face as I sauntered along the unfrequented path. In a sunny nook in the rocks I came unexpectedly upon Miss Duryea with a book in her lap which she was not reading, but was apparently only musing over. I hesitated and was about to turn back, when she exclaimed:

"Oh, Mr. Rushmore, is it you?"

"I—I did not expect to meet you here," I said. "I supposed you were at home."

"Rebecca and I started together to come here," she replied, "but she was seized



GROUP OF ATTENDANTS, BIRMINGHAM MEETING, AT LUNCHEON AT READERS, L. & N. RY.
—Courtesy Bro. J. S. May.

This could not go on forever, for I was going mad. I had letters from Tom only at rare intervals. They were generally despondent, and I assumed from their tone either that his *inamorata* had rejected him, or that he was not getting rid of his debts. The summer waned. Rebecca's father began to hint about the wedding outfit, and Miss Duryea began to talk of going home. It was plain that matters had about reached a crisis, and that the farce could not be carried on much longer.

One afternoon, to get rid for an hour of the racking perplexity of brain which was constant with me when these two women were near, I went for a stroll along the

with a headache and went back. Isn't it a beautiful spot?"

She made room for me on the rock beside her, and I took the seat with a feeling of happiness that I cannot describe.

"Why are you afraid of me?" she asked. "There should be some friendship between rogues. I have helped you to carry out your imposition, and so I am just as bad as you."

"I'm not afraid of you," I answered, "but I am ashamed of myself, and feel that you despise me."

"But I don't despise you."

"You do—you must!" I persisted. "You may not admit it, even to yourself, but no woman can regard a man whom

she knows as an actor, a fraud, a lie, otherwise than with a feeling of contempt."

She pushed a little stone away with her foot, and waited until it struck the water below before she replied, softly:

"You don't know how I regard you."

There was something in her voice that made me look at her quickly, and caused my pulse to beat faster. The tone in which she spoke seemed to hint that her feeling towards me was one very different from contempt or aversion.

"I would give all I possess," I exclaimed fervently, "to earn your respect and good opinion. The belief that I had lost it has caused me a summer more full of bitterness than I can ever tell."

Her eyes fell, and she began to nervous-



THE PIPER THAT PLAYED BEFORE MOSERS, MEMBER DIV. 278, ARGENTA, ARK.

—Courtesy E. H. B.

ly tug at the roots of grass that covered the rocks at her side.

"Why?" she asked simply.

"Because I love you!"

It was out now. I had made the plunge and nerved myself for the worst. As I spoke I seized her hand. It trembled slightly in my own, but she did not withdraw it, and sat with her face averted, idly pushing at the loose gravel with the point of her parasol. Another pebble was pushed to the edge and fell into the sea, and another, and yet another. Still she made me no reply, and I held her hand with fast beating heart, and waited.

"Hilda," I said, "will you be my wife?"

Suddenly she turned to me, and a light came into her beautiful eyes which I had never seen there before. Both her hands sought mine, and her head nestled upon my breast.

But if the reader thinks I am going to let him into the secrets of the half hour that followed, he is mistaken.

The sun was sinking in the west before we arose to go. As we took the path homeward, arm in arm, Hilda said:

"But, Ned, how can you arrange matters with Tom and Rebecca?"

"I don't know," I replied. "I have done for Tom all I agreed to do. When I get back to New York he must arrange affairs with Rebecca and his angel to suit himself."

She looked up at me demurely.

"I am afraid I am his angel," she said softly.

I stopped in the path and gazed at her in astonishment. "You!" I exclaimed.

"Yes. I came down here to get rid of him, and—to worry you."

"Then you knew—" I began.

"Yes," she said. "Tom told me the whole story before I came. I didn't want to undergo the pain of a proposal from him, and I thought I could have some good fun coming down here and plaguing you. I—I told you I was as great a rogue as you were, but—I didn't expect to fall in love with you."

The reply I could make was a long whistle.

"But your astonishment when you first met me," I said at last; "your changing color, your—"

"I was excited," she replied, "and you were too frightened to be able to read my thoughts."

I had evidently put my foot in Tom's kettle deeper than I had supposed. However, I was satisfied if Tom was. That night I wrote him a long letter, and the next morning but one I found him awaiting me in the parlor. He was raging about the room, and held my letter in his hand.

"What does this mean?" he asked, as soon as he could find utterance.

"My dear Tom," I said, "calm yourself. I couldn't help it. I didn't know you had a claim upon her until two days ago, and, besides, she would have refused you anyhow, for she ran away to avoid you."

"If I had known where she was, I would have followed her," he said, hoarsely.

"That was why she concealed her address from you. Then you would have spoiled your chances with Rebecca. Now you can step into my place, marry Rebecca, who is apparently indifferent as to whom she has for a husband, and receive your uncle's legacy. Come, Tom, it's not

so bad. Make the best of it, my boy." As there seemed no help for it, he wisely concluded, after considerable argument, to adopt my advice. We called in Rebecca and her parents, and explained the entire matter to them, and Hilda besought their forgiveness for her sake. The old gentleman seemed to regard the affair as a rather good joke, and Rebecca readily agreed to install Tom in my place in her affections. When matters had been thus satisfactorily arranged, I restored to Tom his personal property, and tucking Hilda under my arm took the first train to New York. Hilda and I are married now, and so is Tom; but though he is very happy, he still declares that if he were to

He had time to see the beauty
That the Lord spread all around,
He had time to hear the music
In the shells the children found;
He had time to say to others,
As he bravely worked away:
"It is splendid to be living
In the splendid world today!"
But the crowds—the crowds that hurry
After golden prizes—said
That he never had succeeded,
When the clouds lay o'er his head—
He had dreamed—"He was a failure," they com-
passionately sighed,
For the man had little money in his pockets when
he died.

S. E. Kiser in Chicago Record-Herald.



THREE FLORIDA ENGINEERS BEFORE THE GATES OF ST. AUGUSTINE, FLA.

It is evident they are not in a hurry and all four look pleasant.—Courtesy Bro. R. J. McKenzie, 309.

live his life over again he would not do his courtship by proxy.—*Frank Leslie's.*

The Man Who Won.

He kept his soul unspotted
As he went upon his way,
And he tried to do some service
For God's people day by day;
He had time to cheer the doubter
Who complained that hope was dead;
He had time to help the cripple
When the way was rough ahead.
He had time to guard the orphan, and, one day,
well satisfied
With the talents God had given him he closed
his eyes and died,

A Heroine's Reward.

Nannie Gibson, a little mountain maid of North Carolina, fourteen years old, the heroine, lived in a rough mountain hut with her father in care of her younger brothers and sisters. It is a wild, stupendous region, with the Black Mountain range rising high on every side. A river rushing like a torrent through the gorge below spreads away in soft silver loveliness as it reaches the plateau in the wilderness.

Nannie's mother had died but a few weeks before, and being the oldest, she became the "Little Woman" of the

household. She was at work about the house cooking and caring for the children when suddenly the mountain trembled and with the roar and crash of a cyclone an immense slab of the mountain fell upon the main track of the Southern Railway.

It was a situation to appall any one but the little heroine with good cool blood in her veins. She recovered her wits instantly and became mistress of the situation. Seizing a red tablecloth she told her sister Patty, a little tot of 9 years old, to run for her life down the track and flag trains coming from below.

Then turning household affairs over to little Julia, a 6-year-old mountain kid, she ran like a deer up the track, where she knew a train would soon be coming down the mountain. She had no red tablecloth, but she switched off her red petticoat as the roar of the train was heard approaching, and waved it frantically as the big locomotive thundered down the mountain.

The engineer, presuming that something was wrong, sanded the rail and applied the airbrakes and the grinding machine came along in a cloud of steam and with fire streaming from every wheel. The heavy train finally came to a stop not ten feet from the big rocks of the mountain avalanche. It was in that part of the canyon where the road runs through a notch in the mountain, a thousand feet above the valley.

When the passengers swarmed out of the train, and men, women and children looked into the dizzy abyss, they realized what they had escaped. In an instant they brushed the trainmen away from the girl and hugged and kissed her as if she was the one heroine on earth. "Bob" Weaver, the engine driver, had already picked her up in his arms, calling her an angel whom heaven had sent to save the train and passengers. A dozen men, with tears in their eyes, came forward and wanted to adopt little Nannie and wanted to adopt others, swearing or crying, were taking up a collection. Enough money to fill a Baptist preacher's stove-pipe hat was realized in two minutes.

Nannie thanked everybody in a sweet, bewildered way, but told them that her mother was dead and that there was no one to care for the children and run the house in the absence of her father but herself.

With the modesty of the violets by her side, the girl talked shyly of her family affairs, and explained why it would be impossible for her to accept the many kind offers showered upon her for a home in a big house, with servants to wait upon her and a piano to play after she had learned music and other things.

She accepted the money, however, because it was pressed upon her, and they told her that she could do what she pleased with it. It was all hers, they said.

Like a dutiful daughter, she gave every penny of it to her father, who is an industrious and honest man. Instead of going on a North Carolina spree to drink moonshine whisky and have a big time with the boys at the crossroads, he went further down the mountain and bought the sweetest little home you ever saw. There is a patch of grass around the house, a fine area of farm land under cultivation, with the clearest of trout brooks flashing down from the glens above to irrigate the crops during dry seasons.

It is an ideal place, where bluebells and violets bloom all the season, where the skies are as blue as in Italy and the air is crisp and tingling with health.

It was in this new home that Nannie and her father settled down with the children the other day, and were six times happier than a Texas ranchman with a hundred square miles of land and cattle. In this particular case it seemed as if virtue were really its own reward. There was only one possible thing that the girl hoped for and that was an education. Like all resolute minds who read, she was ambitious for knowledge of books and the world she dreamed of.

Such was the situation in that quiet mountain home near the wonderful region of Asheville, where the Vanderbilts and other millionaires have their palaces, when the unexpected happened. A representative of the Southern Railway Company appeared and said the corporation was anxious to offer the girl a substantial and permanent reward for her courageous foresight in saving the train in that awful emergency.

The girl said that she wanted nothing, now that she had a home, except an education; but she little thought that anything short of a miracle or a cloud of angels from heaven could bring that wonderful thing about. Then the railroad man told her that she should go to college at the company's expense and receive a first-class up-to-date education. In the bewilderment of this astounding information, when everything in the world seemed dancing to fairy music, she began talking of her brothers and sisters and asking herself what would become of them. It was explained to her that with education she could easily look after them.

So it came about that the matter was speedily arranged, and in that longest and most beautiful of all the sunny days of the girl's life she learned that she was to begin her education at the Asheville Normal Collegiate Institute.

It would take a diamond pointed pen with an ink pot full of rainbows to begin to describe the joy of the girl and her household over their wonderful good luck in saving a train full of people and in getting a pretty little mountain farm, with a first-class education thrown in. But that seems to be the way they do things on great occasions down among those mountains near Asheville, N. C.

"I was listening to hear the train go by when the landslide came," said Nannie, as she afterward described the incidents in what was to prove to be the great and memorable day of her life. "I knew by the sun that it was pretty near train time. I was listening for the train to go along so as to put the potatoes on. If you put them on when the train goes by they are cooked just right when daddy comes home to dinner. So when I heard the noise of the landslide I knew that it must be all most train time. That's what made me hurry so and run down the track to stop the train. I didn't feel very sure that I could stop it because the trains never do here. I was afraid that the engine driver wouldn't pay any attention to me even if I did get there on time. He might not know what I meant and I didn't know how to signal to have it mean stop."

In sparsely settled mountain communities, like that where Nannie's home was, clocks and watches are scarce things. The sun is the most frequently consulted time-piece, and in many cabins the only one.

However, cabins located near the railroad are considered to be especially favored, as the trains go by at certain hours and their passing answers the purpose of a town clock. When the up express goes along, the mountaineer knows that it is 11:30 and that in half an hour dinner will be ready.

The passings of the trains are the chief incidents of the day. Everybody stops work to watch them and watches are regulated accordingly.

Enough to fill a dozen books has been written about the charm and the beauty of that wonderful health resort of the South. But nothing can compare with the clear romance of this little story, which ends like a fairy tale of childhood and which many a big six-footer has read in preference to pouring over musty volumes on law or the ways of stocks and high finance. At the end of Nannie's college

course a prince should appear to round out the fairy tale, and all the neighbors in the Asheville region say he will come for little Nannie.—*Los Angeles Herald*.

The Return of Peter Taviner.

BY TEMPLE THURSTON.

It was considerably past 11 o'clock; everyone else of Sir Peyton's week-end party had retired to bed, and only young Archie Doyle and Sir Peyton Loftus himself remained sitting over the fire in the large, square hall of the latter's country house. Whisky and soda were near at hand on a small table, and each of the two men, with his legs stretched out comfortably before him, held a cigar between his fingers.

They conversed at occasional intervals



BROS. G. F. MORRIS, W. C. EARNST, A. F. COULTS, A. F. KING, THEIR FAMILIES AND THEIR FRIENDS, THE GOUSE BROS., AT THEIR ANNUAL OUTING AT LAKE GEORGE, IND.—Courtesy A. F. K.

as men will who are sitting comfortably in front of a glowing fire at the end of a long evening.

"Your week-end collection, Peyton," Doyle was saying in a somewhat sleepy voice. He referred to the week-end guests.

"Who are they? Who's Mrs.—Mrs.—the one in the blue silk dress—Mrs. Brayton?"

Sir Peyton woke up a little at the question concerning his guests.

"She's an elderly lady, Archie," he said, calculatingly, "who, though she doesn't bring her husband with her, carries a volatile oil of respectability on her person. Respectability's what you might call a cheap scent."

"So I should imagine," assented Doyle, with a laugh, "so many poor people seem

to saturate their clothes with it. And who's Miss Van Dester?"

"An American. Very decent girl. Rather liable to try to forget her nationality. Harmless amusement, of course. She carries a fortune up her sleeve, when she wears one."

Doyle drank off the remainder of his whisky. He found Sir Peyton's descriptions amusing.

"Well, then, Mrs. Maidlow?" he continued, "she's the best of the bunch."

"Ah!" Sir Peyton looked thoughtfully into the fire.

"Betty's the best, as you say. She married abroad. America. I was one of the few who heard of it. She lived there for eight months, then came back here again with 'Mrs.' tacked on to her maiden name. Told me everything about it but what I wanted to know: who her husband was. She shuts her mouth both on his name and whereabouts, and I can't get a word out of her."

"They didn't hit it off?" suggested Doyle, "or did she divorce him?"

"That I don't know," said the host, after a pause. "She never told me whether it was divorce or separation, and I've never been able to find out."

"How long have they been separated?"

"A matter of two years."

"And where's the man? Oh! of course, you don't know. Is she happy?"

Sir Peyton leaned back in his chair, flicked the ash of his cigar some feet into the fender, and laughed.

"Don't you waste your time, Archie," he said good-naturedly. "You play golf remarkably well. Some one told me you ought to have your international cap for Rugby. You stick at that; it suits you; suits you admirably."

Doyle took the remark with a smile.

"Well, I'm off to bed," he said. "But who's this chap Taviner that you're waiting up for? I've never met him before, have I?"

Sir Peyton shook his head.

"No," he said, "you've never met him. When I first ran across you, three years ago, he'd started on his travels round the world. We were at school together."

"What sort is he? Good shot?"

"One of the best. He's one of those fellows," Sir Peyton continued, beginning to elaborate, "one of those chaps who's sure to be a trump whatever the top card is. One of those good old brick walls, with broken glass on the top, but as fine a garden as you could wish to find on the other side."

Just as he had finished his sentence, they heard the wheels of a carriage stop outside on the drive, and the next moment the hall door opened.

Sir Peyton jumped to his feet, crossed

to the entrance of the inner hall, and met Taviner on the threshold.

After the description he had received, Doyle looked at the newcomer with some interest. He was a strong, well built man, with wind-roughed, sunburnt face, and steady, gray eyes that did not want for humor. All, in fact, that he had been told seemed to coincide with his appearance. Archie moved forward, and held out his hand to Sir Peyton.

"Well, I'm off to bed, Peyton," he said.

"Good night, Archie." Then he turned to Taviner. "Peter," he said, "this is Doyle, the amateur golf champion."

The two men shook hands, and then Archie turned off to the stairs.

"Well, old man," Sir Peyton said, turning again to his friend, "if you're not too tired, come and have a whisky and a jaw. I want to hear something after all this stretch."

* * * * *

The two men pulled up their armchairs nearer to the fire, Sir Peyton filled a tumbler for Taviner, and the grandfather's clock at the foot of the stairs began to strike twelve as he began to speak.

"Well," he said, when they were comfortably seated. "I suppose you've had a rare good time?"

Taviner screwed up his eyes, and looked thoughtfully at the fire.

"From some points of view, yes; from others, no. I've had what you might call a mixture."

Taviner took a cigar from his case, laying the latter on the mantelpiece as he cut the end off the cigar.

The tone in his voice led Sir Peyton to realize that his friend had been hit—hit hard on some subject, which all the traveling in the world could not make him forget, and he set to work to try to find out what that subject was.

"Why didn't you come back after the year, as you said you would?" he began by asking.

"Reasons," said Taviner. "Reasons."

"Excellent," said Sir Peyton with a laugh. "But I thought reasons were quite decadent nowadays."

"Quite possible. But I'm old-fashioned—horribly old-fashioned. Why, Peyton, old chap," he leaned forward with his elbows on his knees, and then added the rest of his sentence with a sudden rush of confidence, "I'm married."

Sir Peyton put down the glass of whisky that he was in the act of raising to his lips. So it had gone as far as this. Sir Peyton raised the glass again, after a pause, and swallowed his surprise with his whisky.

"Well," he said, "you've got it now. I didn't think you would make a fool of yourself, Peter. What's her vice? A wife may be anything but vicious, you know."

"She had none," said Taviner quickly.

"Oh, you seem bent on making me surprised."

"We're separated." Taviner pulled at his cigar.

There was a rather long pause of silence. Sir Peyton broke it as Taviner looked around at him.

"Separations are irrevocable," said he. You ought to have been divorced, then you could have married her again; but human nature's too pig-headed to get over a separation. There's nothing romantic about making it up. Tell me something about it, old chap."

absurdly young, she didn't know where to keep it."

"Who broke the last straw?" Sir Peyton interposed.

"Oh, I don't know. I suppose we both had our hands on it. She went, if that's what you mean. Strolled away with her head in the air, just as if she were going to Brighton for the week-end; asked me to send on the rest of her things, and requested me, as she looked around the corner of the door, not to make a scene."

"And you—?"

"I? Oh, I picked up the rest of her traps, of course; but when I came to her little slippers and things—"

"Well?"

"I swore!"

Both men raised their glasses and drank.



NICKEL-PLATED CAB EQUIPMENT.

The above illustrates the cab of one of the standard engines at East Portland, Oregon, and the pride Bro. E. Casey takes in the care of his "regular" engine, who with the help of M. M. Younger has made the cab equipment the most beautiful and convenient of any in Oregon, and his fireman, F. D. Beard, is as proud of it and keeps everything in apple-pie order, a condition not found among pooled engines. J. N.

"Nothing to tell," said Taviner. "She slept with her head under the clothes."

Sir Peyton laughed. "Dangerous habit. Don't tell me she—breathed too heavily."

A smile crept into Taviner's eyes, but the light of it soon died out again.

"No," he said, "that wasn't it; I liked fresh air, you see. I had the windows opened."

Sir Peyton concealed his smile. "Fatal!" he exclaimed.

"Yes, I know it was. Out of that came her temper. She was sweet, old chap, but she had a temper; and being

"Where is she now?" Sir Peyton asked, after a pause.

"I don't know."

"Ever hear from her?"

"Sometimes. She writes to me occasionally from nowhere. And adds in a postscript that she's very happy?"

"In a postscript?" exclaimed Sir Peyton, with a laugh. "Then don't believe it."

"Why?" Taviner turned round on his friend with surprise and hope in his eyes.

"Postscripts with woman," said Sir Peyton sententially, "are either one

of two things. Sometimes both. They contain what she originally intended to write about, or they express feelings which she thinks it diplomatic to convey. Don't you believe it, Peter."

Taviner rose from the chair and held out his hand.

"All this is useless," he said in a hard voice. "I'm going to bed. Will you pilot?"

The two men left the hall together, and on the mantelpiece remained Taviner's cigar case.

* * * * *

The grandfather's clock in the hallway had struck the half-hour after twelve when the light of a candle lit up the old oak stairs of Sir Peyton's country house; and Peter Taviner, his coat, waistcoat, tie and boots, all off, came down to look for his cigar case.

To his surprise the fire was still alight, and, having found the object of his search, and drawing a chair up to the fire, he began to smoke, oblivious of the hour of night and his surroundings.

The previous conversation with his host had served to bring up to his mind the subject for whose oblivion he had taken a two years' journey round the world.

Once make a woman your wife, he told himself; once give her your name and live under the same roof with her, if it's only for a day, and you cut yourself into two pieces, of which it may be said that it is impossible for one to forget the other.

As he sat lazily smoking, he idly counted the number of times since their separation, when he had set up over a fire, just as he was doing then, or out in the air on a summer night, without a thought of going to bed. Then he recollected that they used to clear off at 11 in those days. Those days; the words themselves had a forbidden sound. His head began to fall forward on his chest. He knew it was late. He didn't want to go to sleep, he wanted to think. It was no good to sleep there. If he could not keep awake, it was far better that he should go back to his bedroom. He fancied to himself that he made an effort to rise, but his head only fell further down on his chest, the cigar dropped out of his hand on the carpet and nature settled the matter for herself.

* * * * *

How soon after it was that he woke he could not say; but the fact that the sound of a board creaking in one of the passages had awakened him, he was certain of. He stood up unsteadily, and held on for a moment to the arm of his chair. There was no doubt about it, someone was com-

ing from one of the bedrooms; he could see the glimmer of the light approaching. Suppose it were burglars. He smiled as he thought of the prospect. Action, as it is to some men, was like wine to him. But that supposition was unlikely. Burglars did not wander round country houses with candles. He caught sight of a reflection of himself in the glass over the mantelpiece. Without his tie, coat or waistcoat, he came to the conclusion that he looked somewhat ridiculous. The next second, he had blown out his candle, and got into the angle formed by the grandfather's clock that backed against the stairs, with the intention of watching developments.

A moment later the light became absolutely apparent, as two girls, dressed in their tea gowns, and each holding a candle in her hand, turned from one of the passages that opened on to the main staircase.

Taviner heard them whispering as they crept down the stairs into the hall, and he silently shifted his position, creeping behind a curtain that served to hide a door leading to the domestics' quarters, where he would be less conspicuous, and yet see all that was going on.

They had evidently heard a sound, for they both stopped half way down the stairs.

"Did you hear?" said one in an awed whisper.

Taviner smiled to himself, and wondered what they were doing.

Immediately after, evidently satisfied with the renewed stillness, they continued their way, and as they reached the bottom of the stairs came directly into Taviner's range of vision.

"My God!" he exclaimed silently to himself. "It's Betty! Betty!" and he repeated the word over and over again to himself in silent wondering.

It was Betty. Betty Maidlow, of whom Sir Peyton had given a brief sketch to Archie Doyle. The other girl was her cousin.

As soon as she had satisfied herself that they were alone, Betty went to a large basket, kept for letters, and dropped an envelope on to the top of the collection, then crossed to the fireplace, putting out her feet to the flame.

"I told you it would be all right, Lillian," she said, in a hushed voice. "Only you're so silly; you get so frightened."

Lilian Reeve moved over to Betty's side.

"I wasn't frightened," she objected, "but it seems so silly to come down at this time of night, simply to put a letter into the basket."

"I couldn't get it written before, and, besides, I didn't want anyone to see me

post it. The reasons are quite good enough for me." She looked up at the clock, and seeing her full face again, Taviner still wondered.

"This'll go by the first mail tomorrow," she said, "and he ought to get it by the first post on Monday."

"He?" repeated Taviner to himself in his recess. "So nature's found a substitute. What a fool I was to ever think it wouldn't."

"It'll be such fun," Betty continued; "he'll be down at about 6. It's the wickedness of it that's so lovely. We'll have dinner at about 7, and I shall tease him all the time, to make him think I don't care a pin for him. Then he'll have to row me up the river towards Clevedon, till it's quite dark, and then—," she stopped.

"Well, and what then?" asked Lilian.

"What then?" echoed Taviner in his despair. What else was to be expected, he wondered. You can't let a pretty woman run over the world by herself and not get her dress soiled somewhere. He thanked Providence that he had overheard. It seemed possible, even at that hour, to prevent.

Looking straight at her from behind his curtain, Taviner saw her suddenly stand erect and sniff the air.

"Lilian," she said quickly, "either your gown or mine is burning. How do you like mine, by the way? I shall wear it after dinner when he comes. It's just the sort he'd like."

"But you couldn't go up the river like that," said Lilian.

Betty moved quickly away from the fire.

"Something is burning," she exclaimed, and she looked about her on the ground. Then it was that she found the cigar. Picking it up from her feet, where it had burnt a hole in the hearthrug, she held it up to view. It was still smoldering.

"Someone's been here," she said, in a frightened voice, "not so very long ago."

Lilian stifled a scream.

"Perhaps they're here still," Betty added nervously, and her cousin made a rush to the stairs.

"Don't! Betty!" she exclaimed. "It isn't fair. You know how nervous I am."

Just at that moment the swaying of the curtain over the door caught her notice. She pointed to it before she could speak.

"Someone's there behind that curtain," she said in a whisper, hoarse with fear; and when it came to that Taviner stepped out.

"Peter!" she exclaimed in utter incredulity. "Peter."

"Peter Taviner," he suggested.

Betty turned with a swish of her gown to her cousin.

"You can go back, Lilian," she said,

authoritatively. "I shall be all right. I'll be up presently."

Too amazed to disobey, Lilian crept silently upstairs back to her bedroom. Then Betty turned to her husband.

"The Taviner scarcely improves the occasion," she suggested haughtily.

"I thought we might throw it in," remarked Peter quietly.

Betty's lip curled. "What are you doing here?" she asked.

"I was improving the lurid hour till you came; I suppose we're both guests of Sir Peyton's; then, when you turned up, I'm afraid I rather made a mess of it."

"But isn't that characteristic of you?"

"You would say so. You've always said so."

"Only because I've made myself the mouthpiece of circumstances," Betty rejoined.

"Well, let me follow your example. I've been behind that curtain."

A laugh rose to Betty's lips. "I wouldn't tell that to every one if I were you," she suggested.

"It's not my intention to." Taviner was quite calm, though he was perfectly conscious of looking ridiculous.

"I overheard some of your plans," he added, "and even now those plans in some way concern me."

"Really?" Betty's surprise was admirable.

"You bear my name," said Taviner.

"Pardon, my father's."

This was just the way she used to aggravate him two years before.

"You hold that," he said slowly, "but you bear mine, and I can't afford it to be dragged about in a flat-bottomed punt, trailing in the water at Maidenhead."

Betty yawned. She took elaborate means to conceal it, but, nevertheless, she yawned.

"My dear Peter," she said casually, "when I go down to my cottage at Maidenhead, I contemplate enjoyment, and, believe me, nothing would induce me to stop the progress of my flat-bottomed punt with so hampering a weed as the name of my husband. However, having played the eavesdropper, what does all this lead to?"

Taviner did his best to control his voice.

"I am going to take that letter out of that basket and throw it in the remainder of that fire."

Betty's eyes opened with surprise.

"That's a very senseless proceeding," she remarked.

"Why?"

"Because there is more ink and more paper in the world than that letter was written on, and, at the most, it will only satisfy your curiosity."

Taviner walked over to the basket with determination.

"I shall burn it, nevertheless," said he.

Betty watched him as he took it from the top of the other letters. She made no movement or sign to prevent him as he carried it across the hall. Only when he threw it into the fire did she half raise her hand, but she let it fall again to her side. He stood there, looking into the red, hot embers waiting until it should catch alight. Suddenly a little flame licked it, and it blazed up in light, and as suddenly, with an exclamation, Taviner turned round to his wife.

"Why, Betty!" he said. "It was to me!"

"You might have known that before," she said quickly, "if you'd chosen to satisfy your curiosity!"

"I didn't want you to see that I cared as much as that," he replied simply. For a moment they were looking into each other's eyes, when suddenly he realized what he had overheard. "Then it was I to have come down to Maidenhead," he exclaimed.

Betty was not going to give way at once.

"Presumably," said she.

"I to have had dinner at seven?"

"No one else."

"I to have rowed you up the river till it got dark?"

"Your hearing is just as good as ever."

"And then—?" Taviner came to her side. "What then, Betty?" he asked gently.

"Well," she smiled up into his face, "supper, I suppose."

"And then?" he persisted.

Betty looked up at the clock.

"If I don't go to bed now," she said, "that child will never get any sleep at all."

"But what about Maidenhead?" Taviner asked.

Betty stood on tiptoe, so that her lips reached his.

"Well, will you come?" she said.—
London Bystander.

Why He Did Not Drink.

"I read the other day of four young men riding in a Pullman car chatting merrily together. At last one of them said:

"Boys, I think it's time for drinks.' Two of them consented; the other shook his head, and said:

"No, I thank you."

"What!" exclaimed his companions, 'have you become pious? Are you going to preach? Do you think you will become a missionary?'

"'No, fellows,' he replied, 'I am not specially pious, and I may not become a missionary, but I have determined not to drink another drop, and I will tell you why. I had some business in Chicago with an old pawnbroker, and as I stood before his counter talking about it, there came in a young man about my age, and threw down upon the counter a little bundle. When the pawnbroker opened it he found it was a pair of baby shoes, with the buttons a trifle worn. The old pawnbroker seemed to have some heart left in him, and he said:

"'Look here, you ought not to sell your baby's shoes for drink.'

"'Never mind, Cohen; baby is at home dead, and does not need the shoes. Give me ten cents for a drink.'

"'Now, fellows, I have a wife and baby at home myself, and when I saw what liquor could do in degrading that husband and father, I made up my mind that, God helping me, not a drop of that stuff would ever pass my lips again.'"—
Herald and Presbyterian.

Do Men Like Clever Women?

Anyone examining one of the popular magazines might see in bold type the line: "Do Men Like Clever Women?"

It is funny how eternally that very silly question is thrashed out. Of course they like clever women; they would be very silly if they didn't, and they especially like the woman who shows how clever she is in matters of economy, who when the stock exchange is stagnant and things are generally below par, knows how to keep things going without making her husband feel acutely the difference.

And how does the clever economist tell out more than in the matter of dress?

The brainless is generally the extravagant woman—doesn't know how to adapt this, that and the other thing, doesn't know for instance how she can be really clever in many ways.

When it comes to cleverness that a man admires, nine times out of ten he will be very proud of his wife for her knowledge of literature and general topics, but he will be the most pleased if she shows cleverness in household ways.

Men as a rule enjoy talking to women who are clever along the lines of erudition, but when it comes to general things, the majority forget that there is anything in life but the cleverness that makes a good housekeeper and economical housemate.—*Exchange.*

No Paupers in Japan.

With all our high wages and boasted civilization, the fact remains that you will see more wretchedly poor in any of our great cities in a day than you will see in Japan in a lifetime. In other words, you will see no destitution in Japan. Though some are very poor, yet all seem to be well fed, clothed and housed and are invariably cheerful, and what is more surprising, invariably clean. There are no paupers in Japan and, therefore, no workhouses or poorhouses, though there are many hospitals where the sick are healed gratuitously. Practically every one can earn a living. Would that we could say the same.—*Pall Mall Gazette.*

Fools, But Mustn't Say It.

The famous Horace Greeley was a pious man but he acquired profanity in his boyhood while acting as operator at a way station and he never overcame the habit. One day when he was editor of the *Tribune* a reporter who attended a meeting of a farmers' club made fun of the proceedings and his account was duly printed in the paper. Greeley sent for him next morning and said, "You reported that farmers' club meeting and made them out to be a set of damned fools. That was entirely correct, but you oughtn't to have done it. They are a lot of fools, but it mustn't be said in the *Tribune*. Young man, I'm president of that Farmers' Club."



NEWTON & ISON TRAIN ORDER CRANE IN POSITION.

With Bro. Jas. Corbett, member of Div. 603, in the act of removing from the holder the semi-hoop, containing a No. 19 order. This can be done with safety at almost any speed.—Courtesy Bro. Corbett.

Mediation Before a Strike.

President Roosevelt has added another to his long list of pertinent and epigrammatic sayings anent social conditions. Not long ago John E. Bruner, President of the International Union of Engineers, with three other international presidents of labor organizations and three international secretaries, called upon the President, and took away with him this statement: "Mediation before a strike is far better than arbitration after." Mr. Bruner says he shall remember the saying as long as he lives and does not believe any other member of the party is likely to forget it.

What the World Wants.

Young men and women who can stand erect and independent while others bow and fawn and cringe for place and power.

Men who do not believe that shrewdness, cunning and long-headedness are the best qualities for winning success.

Merchants who will not offer for sale "English woolens" manufactured in American mills, or "Irish linens" made in New York.

Lawyers who will not persuade clients to bring suits merely to squeeze out of them, when they know very well that they have no chance of winning.—*Selected.*



MT. SHASTA, LOOKING ACROSS BLACK BUTTE LAKE.

Short Route to the Portland Fair.

(Concluded.)

After rounding Horseshoe Curve out of the now famous Canyon of the Sacramento, one gets the first good view of Mount Shasta, the monstrous extinct volcano, with its great Konwakiton, and five other glaciers, its vast lava flows, and crater lake of the most beautiful emerald hue that could be imagined, the Hot Sulphur Spring at the very summit, emitting hot sulphur vapor which makes it possible for the climber to spend the night at this great height, 14,444 feet, besides the many points of interest in

the climb to the sublime summit of Mount Shasta. When at the summit one feels that one is really on top of this great earth of ours. The view is magnificent.

To the east, the vast Nevada Plains; to the north, the Oregon country with snow-capped Mount Hood, Three Sisters, and other majestic peaks, with Mount McLaughlin in Southern Oregon in the foreground; to the west, the broad Pacific; and the south, California, with many lofty snow-capped peaks, and the great white dome of the State Capitol at Sacramento, 250 miles distance, can be seen. The view

is most commanding for hundreds of miles in every direction.

In passing Mount Shasta, the road passes right at the foot of Black Butte (Little Mount Shasta). Black Butte stands right at the base and west of Shasta. The two photographs of these mountains were taken at right angles across Black Butte Lake, right by the railroad and at an elevation of 8,900 feet.

Black Butte stands one-half mile from the railroad and towers 11,000 feet above sea-level, so it looks like a big ant hill towering 7,100 feet above the roadbed. No snow stays on this mountain, as it is composed of shell rock, and draws too much heat for the snow to stay long.



BLACK BUTTE, LOOKING ACROSS BLACK BUTTE LAKE.

As we pass "Noble Shasta," and its small brother, Black Butte, surrounded with beautiful lakes and scenery, and the hum of several large lumbering plants, we descend to and cross Shasta Valley.

As we speed away across the beautiful valley, away from "Noble Shasta," towards the rightly named "Pilot Rock"—the pilot for the Indians ages back, the pilot for the white man in early mining days, the pilot that marked the southern boundary of the great Hudson Bay Company (the Oregon Country), the pilot of many a weary miner of the great Siskiyou Range in early days when there wasn't any trail—many a weary traveler owes his thanks for its guidance.

Pilot Rock stands on the high Siskiyou Range, about seventy-five miles north of Mount Shasta, and about six miles from the railroad, and about 8,000 feet above sea-level. It covers about three acres of ground and is seventy-five feet high, almost perpendicular, with a round dome-like top, and of solid rock—a landmark for ages past and ages to come.

After crossing the tranquil river of the "Klamathon," we make a ten minute stop at Hornbrook. Having come all the way with two big engines with ten coaches, at Hornbrook another large engine is coupled on as pusher, and we start to climb the Siskiyou Mountains, nineteen miles, most of it 200 feet to the mile. As the train winds its way up the rugged mountain with Pilot Rock and Mount Shasta in view, most of the time we go through the Siskiyou tunnel, three quarters of a mile long, and stand at the summit 4,124 feet, having started at sea-level at San Francisco, and through valleys, dales, canyons and mountains, we have climbed to the very summit, and now the road descends to almost sea-level again at Portland, Oregon.



PILOT ROCK, AS SEEN FROM THE SHASTA ROUTE, S. P. RAILWAY.

After leaving the Siskiyou summit, one views the vast Rouge River Valley; the road descends, making one loop and one horseshoe. Three tracks are in sight, winding down a 176 foot grade for seventeen miles. We come to the end of the Shasta Division and enter the beautiful town of Ashland, Oregon, the home of several of the members of the B. of L. E., which is the division between the Shasta Division and the S. P. lines in Oregon.

Ashland is a beautiful town, the best climate in the world, the finest fruit, plenty of farming, lots of mining, and the main starting point to one of the wonders of this country, "Crater Lake." It is about ninety miles by wagon road from Ashland, Oregon.

The walls surrounding Crater Lake are



ASHLAND, OREGON, SOUTHERN PACIFIC RAILWAY.

from 1,000 to 2,000 feet high; the lake itself is 6,251 feet above sea-level, and will average about nine miles across. Wizard Island is a volcanic cone, within the center of the lake, rising 845 feet above the water level of the lake, and it also has a crater within, filled with water several hundred feet deep. Crater Lake is surely a wonder spot. The Government has established a national park around this famous scenic attraction.

I am afraid that I have now already taken up too much of your valuable space about this wonderful country, so I will close by saying we have all kinds and builds of engines here, have the pooling system, engine and men, and the double-head system. We are treated very nicely by the company, fair pay, and lots of traffic to the Fair at Portland, Oregon.

T. HERBIG, Div. 425.

The Largest Lump of Ice.

The largest mass of ice in the world is probably the one which fills up nearly the whole of the interior of Greenland, where it has accumulated since before the dawn of history. It is believed now to form a block about 600,000 square miles in area, and averaging a mile and a half in thickness. According to these statistics the lump of ice is larger in volume than the whole body of water in the Mediterranean, and there is enough of it to cover the whole of the United Kingdom of Great Britain and Ireland with a layer about seven miles thick. If it were cut into convenient slabs and built up equally upon the entire surface of "gallant little Wales," it would form a pile more than 120 miles high. There is ice enough in Greenland to bury the entire area of the United States a quarter of a mile deep.—*London Tid-Bits.*

Who Was the Loser?

A Missouri-Pacific ticket agent in Arkansas tells the following: "A man presented himself at the ticket window and asked the fare to Atkins, Ark. I told him it was \$3. He said he had only a \$2 bill, but could easily raise the other dollar. When he returned with the three dollars and was asked how he got the other dollar, he said: "I went to a pawnbroker and pawned the \$2 bill for \$1.50. Then sold the pawn ticket for \$1.50. While you are making out the ticket kindly tell me who is out the dollar." The agent afterward said that he had wrestled with the forty-seventh problem of Euclid, dragged through quadratics in algebra, worked on "How old is Ann?" but the question was too much for him.—*Ex.*

Fault-Finder is Toad of Society.

The Rev. Robert Hopkin, in a sermon on "The Robin and the Toad," said in part: "The other evening I paused to listen to the song of a robin, as from the top of a maple he poured out his heart in joyous melody, and while I listened, and the deeper, better feelings within me were quickened, there arose from a nearby marshy pool the hoarse croakings of many toads, and I said to myself, thus is it with humanity, for every hopeful singer we hear there are a dozen gloomy, faithless croakers; for every robin a dozen toads.

"The chronic croaker never seeks to make conditions better, but always makes them worse; he never lightens a single load, or dries a single tear. He is found in every department of life and work. Yes, you will find him even in the church, and by his croaking and fault-finding he becomes a greater menace to the Christian cause than any avowed opponent.

"There is no place in all the world for the croaker. He is a discordant note, and his croaking is productive of far more misery than the wrongs he croaks about.

"The world needs men who sing, men who radiate hope and cheer wherever they go, and who always hear and say they hear above the croakings of the toads around them the blithe sweet song of the robin; for there's always a robin singing whether the day be dark or bright, and he that hath ears can hear."—*Cleveland Leader.*

A Bad Example.

Hudson Tuttle, the Ohio lecturer, made an address recently wherein he described the pitfalls of the lecture platform.

"One pitfall," Mr. Tuttle said, "is the unwise choice of examples and proofs.

"A temperance lecturer wished to prove the deadly power of whisky.

"Accordingly, he caused a drop of water to be magnified and thrown upon a magic lantern screen. The picture was terrible. Worms bigger than pythons, crabs bigger than elephants, spiders the size of a ship, fought together in the drop of water like fiends in the infernal regions.

"The lecturer now caused a drop of whisky to be added to the water.

"Watch, friends," he said. "Watch the whisky's effect."

"The effect was marvelous. The liquor killed all those ferocious horrors instantly. Their claws, tentacles and feelers stiffened. All became peaceful and still.

"An old lady in the front row whispered hoarsely in her husband's ear:

"Wall, Jabez, that settles me. I'll never drink water again 'thout puttin' some whisky in it."—*Minn. Journal.*

Correspondence.

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision and rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

A Well Merited Promotion.

TO MR. THOMAS FITZGERALD,
General Manager Baltimore & Ohio R. R.

Up I tossed my old hat with a hearty hurrah,
Which arose from the lowermost depths of my
craw,
When I read the good news that the JOURNAL
contained,
Of the banquet, where glasses were gloriously
drained
To your health and success and continued joys,
By your army of skillful and dutiful boys;
Who would toil for you, fight for you, die for you
—yes,
Just the moment you'd show them a flag of distress.
'Mid the festive delights I at one thing felt sad,
When you claimed 'twas too much "for a poor
Irish lad"
To be given such honors—my grandmother's cat
Would raise Hades and yowl at a statement like
that!
In that dear, insignificant isle of the sea
They've raised kaisers and kops; and this land of
the free
Can attest to the valor the Paddies display.
Every time they charge into a blood-letting fray.
In our grand-daddies' days that old emblem of
green
In the front of battalions of fighters was seen;
And Pat Clayborne flaunted it proudly in war
Just the same as did Barry, and Shields, and Tom
Meagher,
And the rest of the heroes who came here from
Cork,
And the other famed counties, to find honest work;
So instead of your grieving, you should have felt
glad,
Just because you're a big-hearted, famed Irish lad.
I have sat by your side, while we've chatted a spell,
And since then I could follow you down into—
Well,
I'll not mention the place. My old pastor declares
I'll be there soon enough, for neglecting my
prayers.

'Tis a figure of speech which I use just to show
How the boys the whole length of the famed
B. & O.,

And myself, and all others who know you, admire
Every inch of you, "Tom," and we hope you'll go
higher.

I could sit up all night crooning doggerel lays,
In a good honest mood emphasizing your praise,
But I bow to your modesty. Long may you reign,
The loved idol of men running engine and train.
May your heart keep on throbbing with pulses of
life,

And your lips remain sweet to your beautiful wife,
And old Time pass you by with a smile and hello,
Like the way you greet all on the great B. & O.

SHANDY MAGUIRE.

Troubles and Triumphs of Travel.

BY SHANDY MAGUIRE.

(Concluded.)

Our next trip was made to Santa Catalina Island. We left Los Angeles in jovial mood, ready for the sights, and in a thoroughly appreciative condition of mind to enjoy them.

We saw all there was to be seen in the magnificent ride of ten miles over Long Beach; and arrived at San Pedro on time.

I have read "Two Years Before the Mast," by Dana, a score of times, it being the most vivid portrayal of a sea life ever published; and its chief beauty consists in its being a truthful narrative, making it more wonderful and thrilling than fiction. I was now amongst the places where Dana visited on his famous voyage; and San Pedro was not the least.

We boarded the steamer, and between the night-heads I took my place, so as to get all the sights there were to be seen as we sailed through the harbor out into the Pacific Ocean. On our port hand we passed within one hundred feet of a ship named the "Mary Ann Hope," of Liverpool. I took off my hat and gave her a salutation her namesake would not be offended at, neither for its gracefulness nor its respectful heartiness, if she were of the blood royal of Great Britain. The ship was discharging cargo. She had her yards squared by the lifts and braces. She was scraped and polished from the rail to the skysail truck; not a wrinkle in the bunts or yardarms of her sails, everything "ship-shape and Bristol

fashion," and a sight to glad the eyes of any observer. After drifting by, my lady love asked me, "Whom did you bow to on that ship?"

"To Miss Mary Ann Hope."

"Who is Miss Mary Ann Hope, and when did you meet her?"

"I never met her before today, and she is as graceful and as fashionably attired a sight to behold as ever rested upon the bosom of the waters, which are not half so graceful as her own symmetrical breast."

"It seems to me that you are a little

fighting for supremacy. She came triumphantly through them with her beauty uninjured, just the same as yourself has weathered the Cape Horn of life a few times since we talked soft nonsense in the long ago, and you are not without some of the marks that caught my youthful fancy yet."

"That fixed things. I knew by the smile.

"There she blows!"

I thought the allusion was personal until I heard the query, "Where?" I went over to the port of the deck whence the sound emanated, and saw the

genial "Jack" Seeley, the Galena Oil representative, in the midst of a group of anxious engineers, he endeavoring to explain where a whale had blowed. His handsome phiz did not show any appearance of being affected by water or by any other impairment, yet some of us thought he was coming it on us poor tenderfeet in a merciless manner, telling us there were whales about. "There she blows again—there goes another! Look!"

Sure enough, a half dozen of them, not more than a mile away, came up and blowed in an unmistakable manner. After enjoying the sight until they had gone off down in the southeast, we sat down to inhale big lungfuls of the air which



MRS. PENNELL ADMIRING THE ROSES.

too free with your remarks about any lady in the presence of your wife."

"Oh, don't get a dose of the green-eyed monster now. I love the lady, and so would you if you knew her graceful curves and lines as well as I do. You always had an eye for the beautiful since the first time ever you saw me, and you would ardently admire Mary Ann also had I pointed her out to you. She was a ship which came around Cape Horn, which means she was buffeted by the mountainous seas of two mighty oceans at the end of the earth, as they were

came refreshingly to us, presumably from the other side of the world.

"Look at the long-tailed bird that just dove under the water!"

"How can we see it if it is under the water?"

"Look! There are more!"

A school of flying-fish scooted by us and some one asked how came the whales and flying-fish about, or if they were natives of the waters we were sailing through. Either Seeley or his co-employee, Mr. Walsh, said that the committee of arrangements had the waters

stocked with them for our special benefit during the sittings of the convention. I don't know who asked the question; some say it was I. Maybe so—small wonder if I did, and if I believed it also. The head I had on my shoulders did not seem to be the old knob I carried there for so many years. It seemed to be a sort of substitute that had grown there west of Chicago, and it did not seem to wonder at any old thing either in the air or water that day.

We arrived at Avelon, had a dinner that would distend the stomach of a plowman, and then had a sail in a glass-bottomed boat. The submarine sights were in keeping with everything we had ever dreamed of in the realms of fairyland. We feasted our eyes on beautiful trees, flowers, foliage, and moss-covered grottoes beneath the waters, where shells of the most gorgeous hues were scattered about, and where fishes of every tint of the rainbow were desporting themselves in and out through their branches.

In a sort of somnambulistic way I told the oarsman to row us ashore, where I sat on a bench, watching a dog playing tag in the water fifty feet away with a school of frisky seals, until the steamer departed with us, taking us off from a counterpart of heaven.

We made Los Angeles on time, said a fatful of prayers, and retired.

"Of all sad words of tongue or 'pen," pack the trunk is the saddest to my own darling girl, when the time comes to go.

I got her at it, and sooner than be telling the why and wherefore, I decided to return home so abruptly. I went to the Pullman ticket office, where I stood in line for a couple of hours, till I got in front of the high and mighty dignitary who dispensed berths to broil in. I showed my documents, and answered questions propounded to me by the contemptible autocrat till I got lower two. He pushed my papers back, saying, "Hurry up and make way for the next." I got a parting kick at him, after I had my passes safe, by saying, "I'll get out of your presence, you pestiferous little cuss, as speedily as if your homely mug was full of smallpox blotches." I got

the laugh of a couple of scores of unfortunates on him, and I never saw him since, nor do I ever want to.

We telephoned adieus to Mr. and Mrs. Kelly twenty-seven minutes before our train left, and one of our surprises consisted of seeing them in the station almost ten minutes before our departure, having a goodly supply of lemons sent us by them from Mrs. Barker, who pulled them in her own garden. How our dear friends made the meet, considering the distance their home was away, is a puzzle to us still. "We kissed, shook hands and parted," when we heard the "all aboard" of the conductor, and really felt exceedingly sorry to be leaving Los Angeles and its hospitable people.

I went through the train after we got out of town to size up our companions, and found a couple of gems of the first water in Mr. and Mrs. Chester Durnell. They were in the sleeper just ahead of us, Chicago-bound; so we knew that loneliness was not to be thought of where Chester and his lovable wife were to be our associates.

The next morning after leaving we made plans to go to the Grand Canyon of Arizona. This trip was looked to with much pleasure. When we arrived at Williams, Ariz., the junction point for the trip, some misunderstanding relating to connections occurred. We all got mixed up, and having but ten minutes to untangle ourselves, through pure spite we decided not to go, and the vote was unanimous. The Durnells started ahead to their car to continue their journey homeward. We flopped down into our seats with every indication of colloquial squalls to continue indefinitely. My darling led off by saying:

"You should have gone to the Grand Canyon. We may never get another chance to see it."

"I was willing to go, but you and Mrs. Durnell took too long to arrange your bangs and get a gait on you to follow Chester and me."

"All right," she said, and she looked like Tam O'Shanter's wife,

"Knitting her brows like gathering storm,
Nursing her wrath to keep it warm,"

as she continued, "You'll be sorry for not going, for I'll never forgive you."

The train was just beginning to move as I sprang up, gathered up the grips and exclaimed, "Come on, sooner than have a jawing match the rest of our lives for not taking it in, we'll get there; and as you are mounted astride a jackass with four legs, going down the trail, I'll admire your gracefulness, and if possible take a snapshot of you for the benefit of the grand-kids."

The next morning we "did" the Grand Canyon from Oneill's Point to Rowe's Point, on the surface; and, indeed, we were well satisfied that we got the opportunity to see that stupendous work of nature.

When we took the train again for the East we were among strangers, and it gave nothing of any interest to chronicle during the remainder of the trip home, where we arrived in due time.

About a week after our return we got a letter from Mrs. Durnell, which contained the following paragraph, substantially correct as necessary:

"We were astonished next morning to not find you on the train, and of your sudden change of mind. We really regretted we were not with you, and next day had still greater reason to feel so, as we ran into a tremendous rain, which overflowed the banks of the Kaw River, and inundated the country for scores of miles. Our train stood in the midst of the waters for thirty hours. The sick man you remember being with us from Los Angeles, died, and he had to be taken off in a boat to prepare him for burial. We also had to get our meals by boat, and on the whole we had a sorry time of it. It was our intention to be at the station as your train was passing through Fort Wayne to give you a blowout when you'd arrive, but you must have passed through a couple of days before we got home."

I now close this simple narrative of a trip across the continent and back; and my gentle tramps, who have kept with me, I bring you all back in safety, having by the good luck acquired by starting on a Friday avoided the overflow of the rivers of Kansas and the melancholy feelings

which a death in our midst on a water-bound train would entail. I let nothing mar your pleasures, as I chronicled this trip. It was one which will never be forgotten by those who enjoyed it. The innocent fun-making part of it was allotted to Sanderson and McGovern on our way out; Pound and Davis did the praying part every night, and the unction of the former as he, in night garments arrayed, drawled out "Now we lay us down to sleep," would do justice to a cardinal or an archbishop of Canterbury. We all felt as if he missed his vocation when he went into a cab instead of holy orders; so said Miss Byrnes, companion of Miss Lape, whose name I learned of Miss Lape's father recently.

It remains for me but to make my retiring bow and drop the curtain.

"To each and all a fair good night,
And pleasing dreams and slumbers light."

Letter from a Retired Engineer to a Friend.

PLEASANT VALLEY, N. Y., June 10, 1905.

DEAR DAN: This being the first anniversary of my retirement from "active service," we thought it fitting to write you. Mother says this is my second time on earth, and that all events must date from the period of my retirement. If my second appearance here will last as long as the first it will make me 133 years old at the end of my second term. That would be an awful blow to the pension system. But special occasions like this bring their share of joy not unmixed with sadness, for as the weary traveler observes more closely the few remaining milestones which indicate the lessening distance as his journey is about completed, so do we at such periods note the all too rapid flight of time that marks the near approach to our journey's end, and the heart grows sad at the prospect; for life, even at our age, is sweet, Dan.

Yes, the Autumn of life is sweet, Dan,
When it brings relief from care,
When labor's reward is complete, Dan,
And the harvest enough and to spare.
When enduring faith attends, Dan,
And hope, like a bright, bright star,
Reveals where departed friends, Dan,
Seem to beckon from afar.

But hope at times takes flight, Dan,
And often my faith grows weak,
Like a child at the coming of night, Dan,
Then dear old "mother" I seek.
And she strokes my brow with a gentle hand,
And dispels my haunting fears,
By telling the "old, old story"
As she's done for years and years.

It is on occasions like this that we love to indulge in sweet memories of the past. Mother sits close by, holding a sheet of paper and wearing a happy faraway look in her eyes. She calls the letter she holds the family heirloom, and says it will be handed down through the family because of the lesson it teaches. There is a family history connected with it that covers a period of my life with which you are not familiar. Mother says, "Tell Dan, he will like you better for confiding the matter to him, and his wife is a sensible person who will understand." So here goes:

When I first discovered myself I was very young, the youngest of a family of four, all boys, three of whom belonged to the lady of the house, while I was my father's son. Father bought timber for a lumber company, staying away sometimes for long periods, seldom remaining at home more than a week at a time. During father's absence I was anything but kindly treated by my foster-mother, while his visits home, that I was wont to look forward to with pleasure, became rather a source of terror to me, and having to do all the drudgery for the family, while receiving nothing but cuffs and harsh words by way of reward, I concluded to leave the place which was more like a prison than a house. I was then ten years of age, but had not gone to school more than a month. "She" would tell father I was too stupid, or that the teacher complained of my impudence, in fact, she painted me as black as possible; so when he also turned against me there was nothing left to do but get out. Strangely enough her sons treated me very kindly, all things considered, and I have still a warm spot in my heart for them. The only real equipment I possessed to aid me in my venture, aside from a scanty, very scanty wardrobe, was the ability to stand a great deal of ill-usage patiently, for I was any-

thing but a "spoiled child" when I began to do for myself. This latter resource stood me in good stead, as I lived a rather precarious existence for about six years, working for anyone who would give me a day's work to do, a sort of handy boy in the neighborhood, receiving little pay for my service excepting board and cast-off clothes. I saw other boys who were being sent to the city schools but a few miles distant, coming home with their city ways and city clothes, and one day it occurred to my mind that there was some place in the world where even I could better my condition. At that time I was "doing chores" for a farmer whose land bordered the Erie Railroad. I used to think if I could only get a job on the road I would be all right, but having no education, and the poorest kind of clothes, getting on the road seemed out of the question. There was a water tank at the station, which was about two miles from the farm, and as all trains stopped there it gave me a much prized opportunity to see them at close range. I was especially interested in the engines, which were a source of wonder to me; so I used to go to the depot whenever possible, but my prospects seemed to grow no brighter.

One day I learned that the construction train was coming to Bottsville to lay over there nights while engaged in building a new trestle several miles west of there. I saw the train pass by the farm one evening with its army of workmen aboard, and it seemed to me that where there was work for so many there ought to be a chance for me. When my "chores" were finished I hurried to the station. There was the great construction train on the siding. The workmen were sitting in groups here and there, smoking and chatting. I passed along on the outside of them, for with my tattered appearance I feared being made a subject for ridicule. The engine was my objective point. While gazing in silent admiration at the great machine, several young fellows who were employed on the train came towards me, one of whom, to the great delight of his companions, annoyed me somewhat by such sayings as, "Boots, where are you

going with the boy?" and "Does your mother know you're out?" I moved around to the other side of the engine, and again was feasting my eyes upon the machinery when my tormentor began to nag me as before. I was not afraid, even if he was larger and older, for I was well able to care for myself, but feared that to have any trouble would prevent my getting a job on the road. After using up his stock of smart sayings he came nearer, and taking off my hat threw it under the engine. Then I struck him, and continued to rain blows upon him until I bore him to the ground. His companions were about to interfere when some one ordered them away. That gave me renewed courage, and the spirit of a wolf seemed to take possession of me, for I felt like tearing him to pieces. Then I heard the same voice again ordering me to stop, saying, "I guess he has been taught a lesson he won't forget soon." The fellow got away as quickly as he could, and looking about me to see who had spoken I saw a large well dressed man coming towards me. He asked me in a kindly way who I was and where I lived. After hearing the story of my life much the same as I have just told it to you, he laid his hand, it seemed to me, affectionately upon my head, saying, "I believe you deserve better." Then he wrote something in a book, brought me to the general store of the town where I rigged out with suitable clothes, and introduced me as one of his men. The proprietor was told to let me have anything I wanted and it would be all right. Then, after making arrangements for my board at the home of the section foreman, he told me I would be employed to watch the engine nights. I found out in the morning from the section boss that the man who hired me was Sylvester Morgan, who was the engineer, and had charge of the train. He also said, "Sylvester is a foine man, and believe me, if he takes a shine to ye yer all right;" and so it happened. Mr. Morgan used to come over to the engine in the evenings often and talk to me about my past and my future; while now and then he would drop a remark that led me to believe his early

life was as full of bitterness as my own. He especially impressed me with the need of all the education I could possibly get.

When the train was taken off in the fall he took me to his home in Erie and insisted on my going to school for the winter. I studied hard, and with the aid of Mrs. Morgan and her two daughters, the younger of whom sits beside me now, made good progress in my studies, while from the refined associations surrounding my home life I acquired a polish of speech and manner, and taste in dress that would have surprised the natives of my home town. Mrs. Morgan proved a mother to me, and her wise counsel and moral influence were a source of comfort as well as encouragement then and in after years. I missed very much the companionship of Mr. Morgan, who was called to another part of the road where he remained the greater part of the winter, coming home only occasionally; and now I come to the point where I can explain regarding the slip of paper that mother calls the family heirloom. When Mr. Morgan was called away he said it would please him to have me write a letter to him as soon as I thought myself capable of doing so, and it is that very letter which is now fondly clasped in mother's hands as she dozes in her easy-chair beside me. Its penmanship is poor, but it contains the outpouring of a boy's heart that was overflowing with gratitude. In mother's eyes it is a work of art. I often find her in these days gazing fondly on her treasure. Once I asked her if she prized it most on account of the awkward boy who wrote it, and with a smile she answered, "Jason, you are awfully inquisitive," adding, "Don't you know that a compliment sought is a compliment bought?"

Now, Dan, you must not think because of the Dead March tone of the preceding portion of this letter that I have suddenly grown older or despondent. Far from it. This you must know is practically mother's letter, and the women, as you know, are so sentimental at times. They can of course also become severely practical on occasions. I was made aware of the fact shortly after marriage.

I started married life with the impression which prevails among young benedicts, that because of my being the senior member of the new firm of Jason Kelley and wife, I was the logical business agent, general manager and financial secretary of the company, and that the junior member was to be simply the canary bird of the house. The impression lasted until our financial policy proved to be extremely defective. At this juncture the junior member of the company began to assume the role of chief executive, and instead of a canary bird in the home we contented ourselves with a parrot. Under the new order of things my pride grew less but our financial condition improved wonderfully.

Women are queer creatures. I have learned that it is much easier to lead a woman to believe she is right when wrong than to convince her she's wrong when right. Strange, isn't it?

Mother, in speaking of you folks, often remarks that your wife is "an excellent manager." So, I judge from that, all you have to do is sign the pay roll—Mrs. Watson does the rest. You don't even have to look wise, for it would be a waste of effort to do so; at least that is my experience.

I have frequently seen printed advice on "How to Manage a Husband," but none on "How to Manage a Wife." They seem to be the molders while we are the clay, and, taking the American citizen as a sample of her skill, the American woman is entitled to first prize as a molder of character, when her work is compared to the product of any other nation in the universe.

It is getting late, Dan. The Erie express is about due. I can hear Bill Cooper whistle for State Line road crossing three miles away. He is bowling along about seventy miles an hour, and the two long and the two short are as nicely timed and as evenly divided as music played from the notes, which, as truly as scattering straws indicate the direction of the wind, shows the perfect balance of the man, for you know, Dan, character is shown even in the handling of the whistle.

I stop a moment to watch the brilliantly lighted train with its load of precious freight roll slowly over the high trestle that spans the valley below, and it is a source of pleasure to know it is in good hands; and it also occurs to my mind that should ill fate befall it in spite of the skill, the nerve, and the vigilance of the man in the cab, my old friend Bill Cooper, a model of his craft, may be dug out from under a mass of wreckage when every other occupant of the train may escape injury, the daily press will have an article headed "Died at His Post," and the people will ask each other why the engineer did not save himself when everything seemed to prove the possibility of his having done so; but the question, which has been so often asked before, will remain unanswered this side of the grave. Good night, Dan. Your friend and Brother,

JASON KELLEY.

Railroading in High Altitudes.

MONTECRISTO, TABASCO, MEX., July 3, 1905.

EDITOR JOURNAL: In reading my June JOURNAL I notice on page 456 in the interesting description of the Denver, Northwestern & Pacific Railroad, the statement that the point at Rollins Pass, 11,660 feet above sea level, "is the highest point reached by any broad gauge railroad in the world."

With apologies to the writer I wish to correct this, not in a spirit of criticism, simply as a matter of information.

Assuming that by "broad gauge" 4 ft. 8½ in. is meant, there are higher railroad summits in South America than the one noted, or the Marshall Pass on the D. & R. G. Railway, which I have often seen quoted by writers as the highest railroad point in the world.

In February, 1879, I went to work on the Callao, Lima & Oroya Railroad as a locomotive engineer, and ran on that road two years. At that time the road was finished to Chicla, a small town in the Andes Mountains, and which is 12,200 feet above sea level. Callao is a seaport in Peru, S. A. The distance from Callao to Chicla—by rail—is 86 miles, and by mule train a

little over 40 miles. Between Chicla and the summit, at the time mentioned, the grade was finished, and the summit tunnel, which is 14,000 feet above sea level, was also finished, but no track had been laid above Chicla. The road has been finished and operated for a number of years past to Oroya. This is the famous road built by the late Henry Meigs.

I also ran an engine on the Mollendo, Arequipa & Puno Railroad, another road built in the 70's by the Meigs interests.

Mollendo is also a Pacific seaport south of Callao. The first division runs to Arequipa, which is 7,000 feet altitude; the second division to Vincocaya, which is 14,000 feet altitude, and the third division, which runs to Puno, is the summit, which is 14,600 feet above sea level.

Puno—at that time the terminus of the main line—a little over 12,000 feet altitude, a typical interior Peruvian town, lies on the northern extremity of Lake Titicaca, which is said to be the highest body of fresh water in the world. The lake is something over 130 miles long by 30 to 60 miles wide, and on some small islands in it are some very interesting old Inca temples and other ruins.

At the time of which I write, there was a small steamer of ocean-going type, running between Puno and other towns in Bolivia. It was about 70 feet in length and 20 feet beam as near as I can remember, which is not an important item except in connection with the fact that it was put on the lake before the railroad was built, was made in sections, of iron hull, compound marine engines, and all made to be packed on mules from Mollendo to Puno, over 300 miles over mountain trails. I forgot to mention in its proper place that both the roads mentioned above are standard broad gauge roads 4 ft. 8½ in.

Fraternally yours,

C. W. RICKARD, Div. 251.

Commends Retired List.

PHILADELPHIA, PA., July 7, 1905.

EDITOR JOURNAL: Glancing over the pages of the JOURNALS we see so many things to interest us young fellows, and as we read the writings and laments of

some of the old retired men, we have a hope that we may never grow old. Right here I want to say that the man or men or railroad company who first conceived the benevolent plan of retiring men at a fixed salary the balance of their lives after a certain age, certainly deserves a lasting remembrance of gratitude from the B. of L. E. and the country at large. The line has to be drawn somewhere; an age limit had to be fixed—no man believes he is old. "Just as young as I ever was," we hear on every side. I have in mind a case of a man dying of old age for five years, when unfortunately for him his wife died, and within one year, to hear him tell it, after he met a young woman, he was just as young as he ever was. Who better knows at what age a man should be retired than the railroad that employs him? Now the Pennsylvania Railroad has made the age limit 70 years, and as we glance about us, who wants to see a man after he reaches that age in the harness? It may have been a little hard on some of the first, but every other coming on can lay up all he can for that age and the company is very liberal in its pension roll, and it is certainly an encouragement to those up in years to be faithful, knowing that at 70 they will be retired at a fixed salary, and for the balance of their days they can go and do as they please. In fact 60 years would be nearer the mark than 70, but it is hard to draw a correct line, as many men are old away ahead of their time, while others are never old.

Now, take Brother Everett; he is a young man yet, because he never drank anything stronger than ice cream, and we have another whose eyesight has been preserved because he never used tobacco; then there are others who attribute their youthful appearance to having been three times married, others who contend because of their fast lives they are young yet. Ah! it is hard for us young men to form a conclusion of what is best to do to retain youth, by the noble examples of those we have about us.

You are all, each and every one, in your several ways right. We will praise you for the good you have done—not one word

of censure will we give you—like the cart driver who was run over by his own cart. After the coroner's jury heard all the evidence, which went to prove that no man could equal him in driving a horse and cart, and it being evident that he was drunk at the time of the accident, rather than say that he was unable to drive, they brought in a verdict that he died of alcoholism of the brain, and they buried him with his reputation as a horse and cart driver unscathed. So here is to you all that you may live long and prosper and be glad that you were not Oslarized at forty years of age.

Fraternally yours,
C. B. NIXON.

Legal Disability Benefits.

MISSOURI VALLEY, IOWA, July 29, 1905.

EDITOR JOURNAL: The minutes of the Los Angeles convention contain a letter written by Mr. A. I. Voryz, Superintendent of Insurance for the State of Ohio, and addressed to Bro. W. E. Futch, President of Locomotive Engineers' Life and Accident Association. In this letter Mr. Voryz says:

The "Substitute for Senate Bill No. 133" by Mr. West (Fraternal Insurance Bill) has passed the Senate and House, and, if signed by the Governor, it will become a law. For your purposes, therefore, I suppose the proposed changes in benefits should be considered in the light of that bill.

Section No. 5 of the bill directs that Fraternal Beneficiary Associations "shall provide for the payment of death benefits and may provide for the payment of benefits in case of temporary or permanent physical disability, either as the result of disease, accident or old age, provided the period of life at which the payment of benefits for disability on account of old age shall commence shall not be under seven years." There have been modifications of the Fraternal bill during its pendency in the Legislature, and I have not yet had time to carefully study the amended bill as a whole, and, therefore, do not now feel sure of any opinion

I may advance respecting the interpretation of any of its provisions. It seems to me, however, that this Section No. 5, while compulsory as to death benefits and permissive as to disability benefits, impliedly forbids any other benefits. If so, then your association cannot "legislate to pay members . . . because of a continuous membership of a stated number of years," and can only pay old age benefits, after the member has reached the age of seventy.

The only provision I find in the present by-laws (as revised 1903) for disability benefits is in Article XXVIII, which promises the full amount of insurance for loss of hand, foot or eye. Article I provides for death benefits. Article VIII, Section 2, also regulates amount of benefits, and Article XXI provides for carrying the certificates of members disabled or out of employment. These articles fix the contract between the members, and limit the liability of the Association and of the member. While the constitution may be amended and provide for further disability benefits and assessments therefor, such amendment would provide for a new contract, and no member would be bound by it, unless he agreed to it. No member would be entitled to such new benefits or liable to assessments for such benefits, unless he had applied for and secured a certificate to that effect. In other words, it seems to me that the Association cannot, by amendment to the Constitution, add further disability benefits to the existing certificates; but, if new benefits are to be provided in the Constitution, they should be under new contracts, and only those applying for and receiving such new contracts should be entitled to the new benefits or to assessments therefor.

I find no provision in the Constitution which authorizes the Association to make any amendment changing the benefits or rates of assessments.

The foregoing views are strengthened by consideration of Section 1 of the Fraternal bill referred to, which declares that such Association shall be "carried on solely for the mutual benefit of its

members and their beneficiaries." Ordinarily, mutuality implies equality. If so, then an arbitrary unqualified provision for disability benefits to present members of an Association of varying ages and conditions of health, can hardly be said to be based on equality.

Bro. J. F. Freenor in his letter in the March JOURNAL says: "The laws of Ohio under which we are incorporated do not permit a Mutual Association such as we are to go into the endowment business, but we can overcome that easy enough if we are willing."

I do not think that it is a good principle for the B. of L. E. to try to dodge the law on any question. If the insurance can be made better let it be according to law.

I never could believe that compulsory insurance was right. No more so than it is right for the B. & O. and other roads to compel their employees to join the Relief Associations. It looks as though it was dictating how a man should invest his money.

A man should protect those dependent on him for support by carrying some life insurance, but this should be left to his own choice.

If the Brotherhood should adopt an endowment fund, endowment policies could not be issued unless applied for. Nor could a member be compelled to surrender a policy now in force and apply for an endowment policy.

One trouble with a large number of the members of the B. of L. E. is they do not save their money after they earn it; if they did, they would be better fixed financially when they get old, and not have to depend on endowment insurance.

GEO. H. CONNER.

Home for Our Aged and Disabled Railroad Men.

To the members of the four great railroad Brotherhoods: No doubt many of you have heard of the Home for Aged and Disabled Railroad Men of America, and read of the many requests for donations to support the same that came from the management of the Home, and many

of you have followed the reports in your official publications of donations received and are no doubt surprised at the smallness of the responses to these requests, and also at the indifference shown to articles published from time to time by some interested Brother whose heart is in the cause, and the suggestion he makes to elevate a just and noble work. The Home has been in existence about fifteen years. It was started by a local philanthropist who came in contact with some of our unfortunate and disabled Brothers who through accident and disease were thrown upon the charity of the community at large, with the poor-house staring them in the face. (Shame that we, so many, with such staunch organizations, should forget one of our own who in his vigor had his shoulder to the wheel pushing our organizations to success!)

He, seeing their many needs and his love for the railroad man with whom he met in his daily travels and learned to love, brought them to his own home. This was the origin of the Home for Aged and Disabled Railroad Men of America—the origin of a grand and noble work which is and should interest each and every member of the four great railroad organizations today and for all time to come, and will in the near future with the concerted action of all Brotherhood men of America be crowned with success and stand out as a monument of our integrity, benevolence and good will to all Brothers. It has been hard work to get the Brothers of our organizations to adopt the infant of this philanthropist who began this grand and noble work, and assume the responsibility of it and make it a home, not a charitable institution, where one can go if necessity compels, without having the brand of charity or the word Charity staring him in the face. We can maintain a Home as well as any other organization, and support it with a very small per capita. Let the members of the four Brotherhoods think this over, and get together and give their hearty support to a plan for a building fund for a new Home, all for one Home, one house for all, as we live and labor together

and are working toward the same goal.

Let us live for and learn to love each other, and strive to bring out the better nature of our Brothers, and promise to look after and care for our disabled and aged ones, that their few remaining years on earth will be happy ones. But remember that we cannot maintain a Home without the co-operation of every member by extending moral and financial aid.

Dear Brothers, as I lack 20,000 of the 50,000 tobacco tags and coupons requested, I will appreciate any further donations.

Fraternally yours, for a modern Home,
M. E. MURRAY,
972 76th Place, Chicago, Ill.

In Gathering at Riviere du Loup.

LITTLE ROCK, Ark., July 20, 1905.

EDITOR JOURNAL: Through the courtesy of several railroads in the States and others in the Dominion of Canada the writer, with his family, was enabled to visit the union meeting of the Canadian Division held in the historic old Province of Quebec on the 4th, 5th and 6th of July, said meeting with enjoyable excursions and other social affairs lasting the three days. I will not attempt to describe the beautiful scenery of Eastern Canada on the St. Lawrence, the Saguenay river, Temascoula lake, and other streams, or the beautiful forest of evergreens and other trees indigenous to a cold climate, that it was our pleasure to view on this occasion. Because in the first place we would be unable to do the subject justice and in the second all such descriptions can be found in the guide books, and the official writeup in the JOURNAL will perhaps be descriptive; however, we cannot refrain from mentioning our trip from Riviere du Loup (pronounced River de Lou) across the St. Lawrence and up the Saguenay river to Ha-ha Bay and return on the palatial steamer Quebec, getting two fine meals—dinner and supper—on the boat during the trip. The mountain scenery along the beautiful and romantic Saguenay equals anything of the kind to be seen in Colorado, and is said

by New Yorkers on the boat to surpass the scenery on the far famed Hudson.

But what most impressed me on the trip, though it was no surprise, was the hospitality, I might say royal welcome, given us by the Canadian Brethren in Canada. We were treated like princes, and our slightest wish was anticipated and granted. My first impression of Canada was gained during the session of the convention held at Ottawa in 1896 and it is needless to say that they were favorable and have not changed since; in fact if it were not for the cold winters would prefer to live there rather than in the United States. But perhaps some day Canada will annex the United States and than I will reside in the former territory anyway.

The first day was devoted by the Brothers to two secret meetings, one held at 9 A. M. and the other at 2 P. M., at which the business affairs of the order were discussed, and in the evening a public meeting was held at the Opera House which was addressed by prominent citizens and the Grand Officers of each order and enlivened by vocal and instrumental music, as well as by good oratory.

If there had been no other inducement for coming than to have heard the addresses of Bros. Stone, Cadle and Futch, on the good of the order, we would have been amply repaid for our journey of 1500 miles. Our Grand Chief's two addresses, one delivered at the secret and the other at the public meeting in the evening, were both eloquent and replete with progressive and original ideas. The one at the secret meeting or rather the latter portion was devoted to advice on right living from a moral standpoint, commending honesty and temperance in our daily life, and strict adherence to the obligations confronting us in regard to carrying out agreements with railroad companies.

As I sat listening to the eloquent remarks of our Grand Chief, Brother Stone, I mentally wished that, if such a thing were possible, every operating official and every member of the B. of L. E. in Mexico, the United States and Canada

were within sound of his voice. I felt that they would have all been instructed and pleased by his remarks on that occasion.

Brother Cadle, who has been on a lecture tour among the Divisions in the Dominion for the past two months, made a very favorable impression on the Brothers present at the secret meeting, and if there ever had been any doubt of the fact, Brother Futch by his logic convinced his audience of the fact that we had the cheapest and best insurance on earth and clinched his argument by stating that the operating expenses were only 7 percent.

The 550 Brothers present in the hall reminded one of an international convention more than a union meeting. But Brother Prenter, our First Grand Engineer, handled the gavel with dignity and preserved order to such a degree that there is no doubt that he will be at home on the rostrum at Memphis when the occasion requires his services.

A great many Brothers say, "Oh, what is the good of a union meeting from the standpoint of the good of the order. They meet, have a pretty good time, resolute and accomplish nothing;" but, Brother, there is where you are mistaken. Even from a social standpoint, which is of the least importance, there is much gained. Man is a social as well as a religious animal; he requires some amusement and relaxation to compensate him for the wear and tear of the strenuous life we Americans are living, and when he gets that he can accomplish better results, not only for himself but for his employers as well in his daily work.

There is much gained, also, by occasionally touching elbows, wearing off the angular points and getting better acquainted, as I once said before a union meeting held in Little Rock, Ark., in '97; if the people of the North and South had been more intimately acquainted there would have been no civil war. Then the interchange of ideas is a valuable factor; like a pebble dropped on the placid surface of a lake, the reaction is far-reaching. The forming

of new friendships and the renewal of old ones is no mean advantage, and every one who has attended our grand conventions which are similar to a large union meeting will bear me out in evidence of the pleasant memories that linger in the mind of the agreeable friendships formed, though the association is of short duration, and we often think of them with pleasure in after years.

I have often thought of the first convention I ever attended as a delegate (Chicago, 1887), and wondered if the roll were called how many would answer to their names, and of the living, where are they, and in what occupation, etc.? By the way, I met a Brother from Div. 2 at this meeting who was at Chicago in '87. I exchanged cards with him, and if I remember aright his name is Billings. I believe that Brother Salmons was also there as a delegate at that time. I am afraid that if our Canadian Brothers continue to invite us to their union meetings held each year, the expense and burden of entertaining us will be more than they can stand. Some plan will have to be adopted whereby we can assist them financially or reciprocate by holding similar meetings near the border. Or if they could discontinue holding their meetings in the off year and attend our grand convention in larger numbers it would be better.

Would say here that I like the custom of the New York Central, spoken of in the June number of the JOURNAL, where semi-annual union meetings of the membership of the system are held, also the system in vogue on the Pennsylvania, though they meet a little too often.

ROBERT HERIOT, Div. 182.

Instruction to Delegates.

BARABOO, WIS., July 28, 1905.

EDITOR JOURNAL: There seems to be considerable disappointment among the members of the B. of L. E. an account of the referendum vote for the establishment of a financial policy not having received a majority, and some of our Brothers, in articles written for the JOURNAL, intimate that this is an indication that our

order is on the verge of collapse. In this view of the situation I cannot agree with those of that belief, and will endeavor to show our Brothers what I believe to be the cause of the failure in this matter becoming a law. Section 10 of our Constitution provides that our G. C. E. shall submit a message setting forth all legislation he deems wise to be enacted at our biennial conventions, such message to be submitted to each Subdivision not less than three months prior to the sitting of the convention. This was done by our present G. C. E. prior to our last convention, and one of his recommendations was the establishment of a financial policy. These recommendations should be, and I believe generally are, read at each meeting of Subdivisions from the time they are received until the delegate starts for the convention, and it is the duty of Subdivisions to instruct or at least express an opinion to their delegates as to how they wish them to vote on the various questions.

When the matter of establishing a financial policy came before the Los Angeles Convention, it was carried by a large majority; but when it came to the adoption of a plan to raise the money for the necessary reserve fund, there was a variety of opinions, varying from an assessment of fifty cents a year to twenty-five cents per month, and it was apparent that a great many delegates who believed we should have a financial policy lacked the moral courage to vote for the imposing of an assessment upon their members, after having such a long and expensive session, and when a motion was made to refer the matter to the membership for a referendum vote, it found a majority who seemed glad to shift responsibility.

During the discussion that preceded the final vote one delegate arose and made the remark that to refer the matter to the membership was simply a cunning device of the opponents of the plan to defeat it and urged that it be passed upon by that body.

This matter had been before the membership for three months, and by the vote to establish a financial policy it is evident

that a majority of the Subdivisions had expressed themselves in favor of it, and when our delegates failed to do their duty by enacting it into law, but referred it back to the membership for their vote for or against the plan, it certainly looked to our widely scattered membership as though there was some good reason why we should not have a reserve fund, and even the best posted members, on receiving the plan and ballot, after reading it over, put it in their pockets and said to themselves, "I will wait until I see our delegate or some one who knows why this was not passed by the convention before I vote." We are all workers and have a thousand things to think of, and before we knew it the time limit for the vote was up and the great majority of the ballots were where they were placed after being read (in the coat pocket); but if our entire membership could have heard our greatly beloved former F. G. E., Bro. T. S. Ingraham, on this subject when his views were asked for, I am sure there would have been a large majority vote in favor of it. This was one of the very last little pieces of advice received by our delegates from the wisest and best councilor our order ever had, and to me it was very impressive. He said in part (in his usual frank and honest manner): "Yes, you should certainly have a reserve fund and a financial policy. By preparing for war in times of peace and prosperity we can collect a small monthly or annual assessment from our entire membership without hardship to any one, while if we wait until we have a strike we are compelled to levy a heavy monthly assessment on those who are not on strike, which soon becomes a burden, and it has always been our experience that we have lost more members through the non-payment of these assessments than we ever have through members leaving the order on account of the trouble. In times of peace the income from the reserve fund would defray the expenses of the Grand Divisions, thereby doing away with the necessity of collecting Grand dues; besides, it would be a strong incentive or assistance in gaining our request for justice,

for the financial standing of an order is the backbone of it just the same as it is of a business institution or corporation. I therefore think it would be wise to enact such laws as are necessary to establish a financial policy."

It seems to me, after having received such advice as the above, and knowing as we do the result of the vote, it should be an object lesson for our entire membership. It should show to the Subdivisions that it is their duty to vote on matters of a legislative nature before the convention instead of afterwards, and it should be plain to delegates that it is their duty to dispose of such matters definitely at the convention, instead of referring them back to the membership for a referendum vote.

We send our delegates to convention for the purpose of revising and enacting laws for the government of the B. of L. E. and they should do their duty and not shift responsibility.

It has been plain to me for years that our financial standing was not what it should be, and I am looking forward with the hopes that our next convention will not only adopt a financial policy, but will order on assessment of not less than 25 cents per month from every active member to formulate a reserve fund so that three years from that date we will have a financial standing equal to that of our sister railway orders and what we really ought to have today.

Fraternally yours,

HENRY H. TINKHAM, Div. 176.

Be More Considerate of Your Brother.

CLINTON, KY., Aug. 4, 1905.

EDITOR JOURNAL: My JOURNAL came to hand today and, according to habit, I read the letters from the Brothers first. For quite a while it has been my intention to write a letter to see if it would be interesting enough to miss the waste-basket, and, having enjoyed the letter of Bro. "Side Track," of Div. 23, and deplored the truthfulness of Bro. J. F. Williams' statement in regard to the lack of interest shown *most* Brothers possessing a traveling card, and hunting work, by the other

Brothers (?) who have not been so unfortunate as to have lost their jobs, I felt that what I had to say might be best said now.

Bro. "Side Track" (I wish he'd sign his name) in giving his description of how he acquired his "pull," shows that success comes to the man who through his energy, watchfulness and determination to succeed, surmounts difficulties which would make others without these qualifications be counted as followers instead of leaders.

I at one time was among the active members of the B. of L. E., and when I joined, though the order stood for the best of everything in "Brotherhoodism," I have found that the old adage, "Out of sight, out of mind," applies with us many times, as well as in other institutions. I have also found, as Bro. J. F. Williams says, that a fireman will take more pleasure in receiving your transportation than an engineer, and I am not ashamed to say that I was sorry when I had to drop my B. of L. F. to stay in the B. of L. E.

Now, Brothers, this is not intended as a "wail of woe," but some facts that I know exist, and by writing them to you, it may be the means of bringing the order up to the higher standard of the King of kings, "Do unto others as you would have others do unto you."

It has been three years since I was in active service, yet as regularly as my JOURNAL comes to me, I have a touch of fever to go back to work; however, not so badly each time as it was when I was first let out. I am now selling "Jewish hardware," but take as much interest as I ever did in the boys I know on the road.

The suggestions I read from time to time in the JOURNAL are good, and if put into practice would improve the order and make it one of the grandest mediums of helpfulness on earth. Above all things, Brothers, when a Brother presents a card to you for transportation, don't—*don't* turn him down or put him off. Change places with him for the time being, and treat him as you would have him treat you under the same circumstances. Act what you profess and the list in the back of our JOURNAL

headed "Expelled," and followed by "for non-payment of dues, violating obligation, forfeiting insurance, drunkenness, etc.," would not be so large each month.

If this is good enough to print I may write again some time. I am sorry I cannot give any news of Div. 485, Louisville, and am sorrier still that I cannot see some letters in the JOURNAL from there.

Fraternally yours,

FLINT SINGLETARY, Div. 485.

Experience of a Confederate Soldier.

SPOONER, GA., July 22, 1905.

EDITOR JOURNAL: Today is the forty-first anniversary of the great battle fought between General Sherman, of the Federal army, and General Hood, of the Confederate army, near the city of Atlanta, Ga., in 1864, in which I was a participant in gray uniform. Perhaps this narrative may interest some and not others. However, I thought I would give you a small outline of my experience in war, as railroading has become a thing of the past with me, though I feel as deep interest, it seems to me, as I ever did.

On the day of the battle I was detailed on picket duty, which was an advanced line of skirmishers under command of Major Shoaff of the Second Georgia Battalion of sharpshooters. The line of skirmishers was deployed in advanced line with a guide center march of nearly two miles through one of the greatest blackberry fields I ever saw. We had marched so far in fighting position and found nothing to fight until we became careless and commenced to pick and eat the delicious blackberries. At last, to our surprise, a gun was fired within fifty yards of our front, and one of our non-commissioned officers, Roland Griffin, fell dead within six feet of myself. At the same instance up jumped the boys in blue that had fired the fatal shot, endeavoring to reach their main line about one-quarter of a mile in our front, but they never reached it, as there were too many good marksmen in close range of them. The picket line was commanded to halt, lie down and shoot to hold the enemy in check until re-

inforcements came up from our rear. We did so, repulsing two picket charges. At the close of the second charge, we, the picket line, were ordered to hold our positions and not allow anyone to cross our line, unless wounded or a staff officer. I was at a loss to know what it meant, but soon after the order was given, my comprehension was clear. Looking back over the field we had marched and fought over, I saw a full line of battle advancing towards our enemy, although Major Shoaff and his pickets were between them. As soon as the advancing line reached our line and passed over it, the command was given to Major-General Walker to charge, and the heat of battle began. The booming of artillery, the rattling of small arms, and the yells of the advancing or charging line so enthused Major Shoaff that he also commanded the picket line to charge and the command was obeyed. There was a mill pond directly in front of our line which had been recently drained, and the men undertook to charge through it, and were mired down to their waists, and I had to give up the undertaking. The charge was successful both to the right and left of the pond; but we were repulsed on the center on the pond's account, but were soon reinforced and surrounded the pond and gained possession in front of the battery of artillery that was direct in front of the pond that had slain so many of our comrades with grape and canister, together with our much beloved Division Commander, General Walker. We held the field of battle until dark, and in the shadow of the darkness the battlefield was evacuated, and a new line established back towards Atlanta in the edge of the woods we had previously marched through.

Poor me was detailed on vidette duty, which is the advanced part in hostilities. I was stationed in the midst of the battlefield, among the dead, still lying where they had fallen. Imagine, for a moment, the ghastly and horrible position I was placed in. I took a position upon my knees, so I could jump and run if necessary, with gun in hand, ready to throw it down

and run, with my head near the ground in order to keep the light of the sky close down, so if the enemy did approach I could see them before they were upon me. While in this position I took it for granted that my rear was guarded by my comrades, and had no fear of any rear approach; but here was my mistake, when I was spoken to by some one behind me that had crept up to me, but not looking for me, he was as badly frightened as I was. The first I knew of his approach was his addressing me, "Who is that?" I jumped up, wheeling around; with my gun in his face I demanded who he was. Oh, how it sounded when he told me his name, Richardson, of some Indiana regiment. He gave the number, but I did not care for it as he was my prisoner of war. He told me that he was hunting the body of a dead brother that had fallen near where he and I were, and begged me to let him go and hunt his brother, but at that time and place the Rothschild fortune could not have bought him from me, as the capture of a prisoner was the only excuse justifiable to allow a picket to leave his post, and I was determined to go clear to Atlanta with him if I could get there. So he and I started from the deadly battlefield to the rear. We had gone but a short distance when I heard the familiar walk of Lieutenant Holcomb of General Stephen's staff, who had established the picket post and placed me where I was. I hailed him. I knew his walk by the large rowels in his spurs tinkling on the gravel. He informed me that there was immediate danger of an attack from General Sherman and he was closing in the picket post and was glad he had found me. I have always thought only for me leaving the post with my prisoner, I would have been captured or killed where he had placed me, as I don't think he would have ventured out to relieve me; but my hopes were all dismantled when he relieved me of my prisoner and directed me to a new post that had been established in the woods between the battlefield and General Hardy's corps. He also said that the men were so fatigued that they had

doubled the picket post; hence, he gave me directions to go and when about three hundred yards from where we stood, I must whistle. I did so and was answered. When I reached the post under a large squatty oak I was glad to find one of my own company, John Peoples. He at once proposed to me to take turn about and one sleep at a time, as he was worn out. I told him he could sleep if he chose to, but my adventures up to that time had so enthused me I could not sleep if I tried. He removed his accoutrements and was soon snoozing to such an extent I had to keep prodding him. This was about midnight. I sat on the root of the big tree with my gun and back against it, listening with all my ears. At intervals I could hear commands given in the brush in front of me and they seemed so distinct at times, and so close, I was afraid to wake up John for fear the commands were imaginations as he was one of the greatest teases on earth. So I sat and listened. I could still hear the well understood commands—"Battalion, halt!" Heard it repeated down the line—could hear the command, "Attention, Battalion, guide center, forward, march!" At last the command to halt was so distinct and so close that I made up my mind to wake up my comrade, joke or no joke.

I had reached around the tree to where he lay asleep and given him a severe jerk; at that instant the pickets at our right line commenced a rapid fire down the line to the first one to our right. I threw down my gun at an angle of about forty-five degrees and fired, as instructed. Directly in front of me, not more than forty or fifty feet, I saw from the blaze of my gun in the dark bushes, a stand of U. S. collars and at least fifteen or twenty men's faces. My comrade and I made for the rifle pit where the picket line was established. We had to face a regular fire of arms from our own comrades in going to the pits. Poor John had his right arm shot off when he reached the pit, or shot so badly it had to be amputated.

The Federals commenced digging and putting up fortifications where they were

when the pickets fired upon them. The next morning rations were issued for the 29th Georgia Regiment for upwards of four hundred men, and I think one hundred and twenty-nine men drew them.

My company, G, was the largest in the regiment and ranked among the smallest after that day.

I hope my brother soldier Richardson still lives and may read this article and verify the correctness of it.

Fraternally yours,

B. A. PICKREN.

(To be continued.)

Why Should We Have Any Weak Systems?

NORFOLK, VA., August 4, 1905.

EDITOR JOURNAL: I beg to say that I enjoy the privilege of reading our monthly JOURNAL whenever I get the time to do so. I also enjoy the reading of our various union meetings, and the pleasure that they afford.

I feel in a sense that if a union meeting is properly conducted then it is beneficial to our order, as it gives many Subdivisions a chance to exchange views, etc., also to find out from each other what they are doing about the great tonnage and great engines that have come to stay, and how they are making out with them—both in passenger and freight service. And when I say passenger, no matter how large the engine is, she has her full tonnage to the very last coach to make the fast time that is now required of them to hold their schedules, and do not fail to exchange a few words relative to the monstrous engines that are being used in many yards for shifting purposes. Stop and think about a man standing on one of these engines for twelve hours for a day, or night, for a day's work at the small sum he receives for the same. Talk along these lines and exchange ideas how to give the best service to the company, and what is best for the men who confront all the above conditions; then I feel that your union meetings will be profitable. But I headed this article, "Why Should We Have Any Weak Systems?" In my opinion we should not; that is, if our

business is properly conducted. Now, understand me, I am not finding fault, but only writing to see if present conditions cannot be improved; therefore, I leave this open for all the Brothers to criticise to their fullest extent.

First, I do not think the union meetings or any other meeting of pleasure should have a precedent with our Grand Officers while there is important work to be done. It is true I did not attend the last convention, but was told by many delegates that there were three Grand Officers elected for the purpose of Organizers. Then, if this be a fact, why do they not go to the weak systems and stay there? Travel the systems over and over; call meetings at the various terminals; keep one or two of the good Brothers on the system; call in non-members and members, and tell them of the good of the Order and why they should belong to the Order, and stay there until the system is properly organized; bring up the percentage of men belonging to the Order, for in many cases on various systems the percentage is so small that the men dare not make a stand for what they are justly entitled to, thereby working a hardship on others that are properly organized, who ask more for the same class of service than other roads are paying many times. Coming in connection with these weak systems where they are at a standstill and no outlook for them to improve their conditions, makes a hindrance to those systems that are properly organized. I also know of some good men on these weak systems that are capable of filling any office in the Division, but keep clear of office on account of weak organization and bad conditions, knowing full well if they should accept office and try to better conditions, they would be looked upon as "kickers."

Shall such conditions continue? I am sure all companies want good men, and there is no better way to give them good service than to organize their systems and weed out the indifferent class.

Again let me say, I am not finding fault with our Grand Officers. I know them all personally; you all know them, and we all know they are the right men in the

right places. Now, if it be so that these Grand Officers cannot be spared for so long a time to organize these weak systems, then let us have more; but if we have enough, then let us change our mode of working.

Brothers, all criticise this, and tell me if I am right or wrong.

Fraternally yours,

A. M. COUSINS,

Chairman Norfolk and Western Ry.

[We would call our member's attention in this connection to Section 11, page 8, Constitution, and to the semi-annual report of the Grand Chief and Assistant Grand Chiefs from November 1, 1904, to May 20, 1905, which has been sent to every Subdivision. This report shows that 180 Subdivisions received a visit from a Grand Chief in the five months; some of them several visits. In the mean time a large amount of time was spent in committee work, sometimes requiring a month with one system.—EDITOR.]

The Snob.

GRAND RAPIDS, MICH., Aug. 9, 1905.

EDITOR JOURNAL: The article from the pen of Bro. J. F. Williams of Div. 366, entitled "Lack of Courtesy," is a matter that should interest every member of the B. of L. E. who has enough common sense to appreciate what the order has done to raise the standing, pay and condition of almost every locomotive engineer on the North American continent.

S. W. Miller, master mechanic of the Pennsylvania lines at Columbus, O., at the last Master Mechanics' Convention, made the following statement: "I do not believe that it is generally appreciated that just as soon as a man is selected from the ranks and made a foreman there is an invisible barrier between him and the men who were formerly his shopmates. It is almost the same as if a brick wall had been built up between them. He does not associate with the men any more, and frequently feels that he is a little better than they, and his wife will not call on their wives, and his children will not walk to school with their children," etc.

My experience has been that the assertion of Mr. Miller is to a large extent a fact. The snob is not only found in the shopman as depicted, but he is quite numerous in our membership. When a Brother in good standing must go to the fireman for a favor there must be a snob, or something still worse, on the right side. He may have his name on the membership list of some Division of the B. of L. E., but I cannot believe that his being a member is any credit to the order.

The JOURNAL being our medium for complaints, as well as for the exchange of thought, Brother Williams was certainly right in letting the Brotherhood at large know of the good fellowship and brotherly love that he received (nit). However, the publication of that kind of a letter adds no laurels to our organization.

The young engineer who is a member of the B. of L. F. and contemplates joining the older association, will have occasion to wonder wherein he is going to be benefited if B. of L. E. Brothers must seek from members of the B. of L. F. a courtesy denied by those who have pledged their honor to assist a worthy Brother as far as they can without material injury to themselves or family.

I have had some experience along the lines named and not only failed to get a kindly recognition, but the proverbial "pleasant look" was denied me.

A short time ago in making a plea for recognition, I was informed by the "plug puller" that he was a member, but had not been attending Division meetings, and was not posted on the work and, in consequence, was loth to make an effort in my behalf, because he was not able to prove to his own satisfaction that I was worthy of the favor solicited.

"Giving the devil his due," I am compelled to admit that this so-called Brother was quite polite and gentlemanly in giving his reasons, which to a large extent cushioned my fall. This latter affair was one where the insult was not added to the injury.

The Brother who puts up the kind of an excuse last mentioned, is but little if any better than the Brother who refuses out-

right, and both should be expelled from our Brotherhood for violation of their obligations.

I have come to the conclusion that in the future, should another case of the kind I have noted occur, I would prefer charges through my Division against the non-attendance Brother, and my advice to Brothers not receiving courtesies due them is to go and do likewise.

If a Brother, asked to extend a courtesy, cannot grant it, he has no legitimate excuse for not explaining why, and the explanation should be made in a kindly manner, with language that one expects to be greeted by when addressed by a gentleman.

There is, of course, another side to the matter in question. Brothers seeking favors must not forget that we have had members who have brought disgrace upon themselves and dishonor upon our Brotherhood by abusing the confidence of those who befriended them. It is necessary that all concerned should exercise the greatest prudence. The Brother expecting recognition should be thoroughly up in the work and be fitted out as per Division instructions. He should, if possible, look up the Brother whose influence he needs, early enough to give and receive explanations. He should never expect courtesy with a whisky-perfumed breath.

Fraternally yours,

J. W. READING, Div. 286.

Shorter Hours for Switching Service.

SPENCER, N. C., July 3, 1905.

EDITOR JOURNAL: I have just read the articles from Brother Clark of St. Louis, and a member of Division 145, in the July JOURNAL on "Shorter Hours." The Brother of Division 145 calls attention to the long hours on switch engines, and I wish to say that if there is anything that should engage the time and attention of the Brotherhood *at once*, it is the question of shorter hours, and in no branch of railway service can you find employees worse treated and as little cared for as are those poor mortals called switch engineers.

Just imagine a man on these hot summer days, hemmed in on all sides by box cars, the sun shining down in all its glory on one side—the heat from the boiler arising from the other. Come ahead—stop—go back—for twelve long hours, and then he is responsible for every rotten piece of timber that falls off a car, for every jolt and jar; "rough handling" is the copy-righted explanation given on yard accident reports generally.

I fully agree with the Brother just re-

ferred to who says running a switch engine is not what it was a few years ago. Switch engines have increased greatly in size within the last few years, and if you stop and start a cut of cars as quickly with those large engines as you have been used to doing with the smaller ones you are sure to damage equipment more or less; and if you are a "leetle" slow about making a move you are soon considered "incompetent;" while if you move quickly and do any damage you are marked up as "reckless." Switching cars today is altogether a different job from what it was when we "shoved in a cut-off."

We hear much about the long hours of cotton mill employees in the South. They work twelve long hours, they say! It is wrong. It is not in keeping with this progressive age. Twelve hours on duty is a remnant of slavery—a blot upon our civilization. We sympathize with those mill people, but could not they say to us, "Charity begins at home?" Yes, and they could also tell us something about first removing the beam from our own eye, etc.

Let other Brothers write the JOURNAL about this subject—shorter hours. Can you think of anything that is more needed now? And boys, don't forget to read your JOURNAL! You have no idea what you miss when you do not read it and keep in touch with what our great Brotherhood is doing for mankind.

MEMBER Div. 84.

Insurance That Will Stand.

FOND DU LAC, Wis., Aug. 8, 1905.

EDITOR JOURNAL: Brother Tinkham writes what appears to be a very able article in the August JOURNAL, page 689. In the start I will say that I have been a member of the insurance association fifteen years; I have held insurance in other fraternal orders and have seen them go down.

My aim is to build up one in the B. of L. E. that will stand. Brother Tinkham's only cry against my endeavors is that \$20.00 is necessary. Now, I will quote his own words, the American table of mortality which is figured at 35 years. Figuring on those tables we should pay at the rate of about \$7.50 per \$3,000; whereas, our average assessments have been about \$5.00. In consequence it is easy to understand that we are getting something for nothing. Who is going to make up the deficiency? Stop the infusion of young blood, let there be no lapsing of policies, and see the alarming increase of assessments. Brother Tinkham is well able to figure it out.

We are making no proviso for a surplus; we simply live on in the old rut. He denounces my plan as a lottery. How flimsy his charge. The man that held the policy the longest should be entitled to the benefits; he is the one that supports the association. Men going in at 50, as he says, or 40, get cheap insurance.

As to the lottery, life itself is a lottery; but I would like to have Brother Tinkham or any other Brother deny what I say is a fact. He says he can get endowment insurance as cheap as other people. Will he write up a man of 50 as cheaply as one of 21? Will he write up a railroad man for the same rate that he can a banker?

Now, I say once more, we have got to do something for the future, and that and no other reason prompted me to bring forward my plan, thereby creating an incentive to a forward movement for the benefit of our noble institution.

Nations build waterways and work years at public buildings, the completion of which the founders never live to see. What are we doing for prosperity? Living from hand to mouth, and when provisions, as it were, get so high we cannot buy them, we will simply quit living.

I have advocated using the money that we would be able to raise in building a B. of L. E. temple, thereby saving rental and pay the interest over to the B. of L. E. Insurance Department. There certainly doesn't seem to me anything wrong in retiring the oldest certificates by paying them up. Bro. Tinkham endeavors to show that my "lottery scheme," as he calls it, is not a fair one. Read his article and reflect, Brothers, and judge for yourself.

I agree with Bro. Nixon, however, that the plan I advocate will never be adopted, nor another for the release or benefit of the association, though I will continue to the end to argue according to my convictions of right and justice to policy holders. According to Bro. Tinkham's idea it is not much, but it means a saving of fifty thousand dollars the first year after the plan is put in operation. Of course, Mr. Hyde and the Equitable Association would not consider that much, but it looks like quite a bunch to me.

Now, Bro. Tinkham, I hope you will take no offense at this article, and assist me in getting up some plan for the reason stated.

Brothers, I will conclude for the present with best wishes, and with the Editor's permission I will come again.

Fraternally yours,

J. F. FREENOR.

Advertising in Our Journal.

WELLINGTON, KAN., June 18, 1905.

EDITOR JOURNAL: Every month we have from ten to twelve advertisements of medicine, and four or five firms to invest our money in. This takes up about six or seven pages for advertising. Our JOURNAL has a circulation of 55,000, and our advertising pages are headed with, "Buy of the firms who advertise in the JOURNAL." Undoubtedly a large percent of the readers of our JOURNAL reads the ads. I believe all intelligent readers read the ads for information to ascertain what there is on the market for sale. For this reason the JOURNAL's motto in advertising should be, "We advertise no firm we cannot vouch for, and will not accept ads for patent medicines or money-making concerns." How many engineers ever got well by taking medicine, or how many got rich by investing in money-making concerns advertised in our JOURNAL? Undoubtedly it is a fact that medicine does not cure; if it did there would not be a sick person on earth, or these investing concerns do not make people rich, if they would, there would not be a poor man on earth, "especially engineers."

Why not cut these advertisements out and look for better advertisements, and if better advertisements can not be found use this space for the good of the order; do as Ella Wheeler Wilcox says in her poem, Speech, "Talk Happiness, Talk Faith, Talk Health," then health and riches will come to us without taking medicine or giving some one else your money to spend, as these ads in the JOURNAL are inducing you, to take their medicine or letting them have your money to invest for you?

Here is a prescription that all engineers should take: Upon going out resolve that this is going to be the best trip in your life, lay aside all selfishness and covetousness, and in coming in off a trip resolve that this time is going to be the happiest time of your life; you are going to make all happy that you come in contact with.

Upon going to the lodge room resolve that this meeting day will be the best meeting that you ever attended in your life, that you will lay aside all impatience, hatred, malice and avarice. Make a practice of sitting on the fence and watching yourself go by, and then study yourself and see how much you can find wrong, report it and see if you can't fix it. These wrongs that you discover can be fixed. Should you find that you are a pessimist, get it fixed by studying to be an optimist. Watch your steam gauge and keep the pressure up to the highest notch, that you may be always ready for

business. Study yourself, realize that you have God's image in man within you—"the soul." Practice these things and you will extend good will to all. Joy, health, love, truth and patience will be your reward.

Patent medicines, or "get-rich-quick concerns," will never bring this, so for this reason I ask that all medicine and investment ads be cut out of the JOURNAL.

Yours fraternally,

H. E. HANSEN, C. E. Div. 344.

[If we did not accept advertising from those who make money, we would certainly have no advertisers. We, of course, could cut out all advertising and dig into our pockets for \$12,000 a year, follow Bro. Hansen's advice and look pleasant; but we are not all constituted that way. The most of us, if we have the toothache or rheumatism, begin to look for some remedy, rather than a smile of our own make. The profits of the JOURNAL go to the Widows' and Orphans' Fund, and the Editor is not at all anxious to deplete it by refusing what we consider legitimate advertising. There are four small medical ads in the August number, less than one page, instead of ten or twelve. We try not to accept any advertising that is not from responsible concerns and who will not do all they agree to do. Sometimes we have a complaint, and in that case we immediately investigate and see that it is corrected, or exclude the ad. We do the best we can for the interest of our members; advertising is their financial interest, which we guard as closely as possible, but we do not expect to please all in that or any other feature of the JOURNAL.—EDITOR.]

167	.....	\$ 25 00
176	.....	25 00
179	.....	12 00
191	.....	12 00
205	.....	12 00
209	.....	12 00
241	.....	6 00
265	.....	6 00
273	.....	12 00
276	.....	12 00
284	.....	12 00
290	.....	5 00
298	.....	5 00
316	.....	14 00
336	.....	12 00
340	.....	12 00
342	.....	12 00
356	.....	12 00
369	.....	12 00
404	.....	9 00
406	.....	12 00
420	.....	12 00
4 1	.....	15 00
429	.....	10 00
437	.....	12 00
446	.....	10 00
447	.....	5 00
453	.....	20 00
458	.....	10 00
473	.....	5 00
465	.....	12 00
487	.....	5 00
489	.....	12 00
497	.....	5 00
501	.....	12 00
531	.....	12 75
532	.....	5 00
549	.....	10 00
555	.....	12 00
556	.....	5 00
553	.....	10 00
559	.....	12 00
562	.....	5 00
569	.....	14 50
577	.....	12 00
585	.....	12 00
588	.....	10 00
589	.....	10 00
Total	.....	\$692 25

Railroad Employees' Home.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of July, 1905:

HIGHLAND PARK, ILL., Aug. 1, 1905.

<i>Div.</i>	FROM G. I. A. DIVISIONS.	<i>Amt.</i>
79	.....	\$ 5 00
302	.....	5 00
Total	.....	\$ 10 00

<i>Div.</i>	FROM B. OF L. E. DIVISIONS.	<i>Amt.</i>
10	.....	\$ 10 00
24	.....	12 00
34	.....	12 00
38	.....	10 00
45	.....	12 00
58	.....	12 00
61	.....	20 00
63	.....	12 00
64	.....	12 00
75	.....	10 00
79	.....	2 00
126	.....	12 00
139	.....	5 00
145	.....	25 00

SUMMARY.

O. R. C. Divisions	.....	\$554 17
B. of R. T. Lodges	.....	598 60
B. of L. E. Divisions	.....	692 25
B. of I. F. Lodges	.....	259 75
L. of A. C. Divisions	.....	9 50
L. A. to B. of R. T. Lodge	.....	12 00
G. I. A. Divisions	.....	10 00
L. S. to B. of L. F. Lodges	.....	5 00
Rebate on printing	.....	15 85
James Costello, of Div. 270, O. R. G.	.....	1 00
N. B. Travis, of Div. 1, O. R. C.	.....	1 00
L. E. Smith, of Div. 1, O. R. C.	.....	1 00
A. W. Conners, of Div. 1, O. R. C.	.....	1 00
J. A. Dockens, of Div. 1, O. R. C.	.....	1 00
Wm. Willis, of Div. 459, O. R. C.	.....	1 00
D. B. Gordon, of Div. 497, B. of L. E.	.....	5 00
Chas. E. Young, of Div. 230, B. of R. T.	.....	10 00
J. S. Hardenberg, Hornellsville, N. Y.	.....	1 00
Ladies Railroad Social Club of South Chicago, Ill.	.....	10 00
Members of Div. 439, B. of L. F.	.....	4 00
Total	.....	\$2 194 13

Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



• Ladies' Department •

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, MRS. M. E. CASSELL, 927 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Aspirations.

Oh that my life might be
A beautiful melody !
Borne on the wings of all breezes that blow,
Far above time and place,
Thrilling with love and grace,
Into the glorious vastness of heaven,
Into the highest, which no man may know !

Banish all worthlessness,
Teach me all nobleness,
Lord and Creator of all things that be !
Make my life true and brave
Free as the ocean wave,
Pure as the snowflakes from heaven above,
Strong, loving, merciful, hidden in Thee !

The Present Day Mother.

"Age is opportunity no less
Than youth itself, though in another dress."

We have reached a period in woman's history when the question of growing old is carefully and broad-mindedly considered. As a result we find the sisters who have left the first flowers of their youth far behind them still plucking the sweetest and most fragrant of life's blossoms.

I am so glad of this; so glad especially for the mothers of our land, who have more incentives than any other class to keep their elasticity, their vivacity and

their activity. Mothers who are still in the very heyday of existence will understand all the better how to care for their own physical charms, and can intelligently train their daughters to do the same, while those women upon whose heads the crown of motherhood has rested for many years, will be able to accept the plans devised for their rejuvenation.

Why should a woman lose her grace of person just at a time when her mental faculties are at their best ?

Experience, that wonderful teacher, has enriched heart and mind in a manner which leaves but little to be desired. If you will notice, the mother of today is a very much more important personage in society than was the mother of thirty years ago.

Then she was given a back seat, put upon the shelf as it were, as soon as the debutante daughter took her place in the world of gayety. Her duties were clearly marked out. True, she appeared now and then at social functions to which she was specially bidden, but it was in the most sober of gowns, the most unbecoming of coiffures, and with a manner that plainly hinted, "my day is over."

With the *fin-de-siecle* mother and daughter things are changed. They walk together on a more congenial plane. The daughter's friends and amusements mother makes, to a large extent, a part of her own life.

On shopping trips, at teas, receptions, dances, etc., mother is chaperon, and as such, receives attentions pleasantly tendered and quite as gracefully acknowledged. "At homes" find mother, in her prettiest costume, on hand to welcome her girl's friends, in so charming a style that the guests go away declaring, "Alice's mother is such a help to her."

It all serves to keep age and time's finger-prints at bay; this march abreast with the pleasures of youth. And only the woman whose foresight travels no farther than the tip of her nose fails to make something of a "chum" with her young lady daughter.

Mothers, don't don your grandmother's cap before the time for wearing it has come. And you, daughters, remember that a companion mother is the greatest blessing a young life can have.

NORAH O'NEIL.

Grand President Visits the East.

If all the Divisions who attended the School of Instruction in Boston, June 27, should attempt to tell what a glorious good time they had, we are afraid that an extra number of the JOURNAL would be needed, so we will try not to say too much.

There were seventeen members from Casco Bay Division 259, who boarded the train in Portland the day previous, and even a pelting rain did not succeed in dampening our spirits. On the whole we think we behaved very well when the fact is taken into consideration that both the Secretary and Treasurer were in the party, and everyone knows what light-minded young ladies they are. We overheard Sister O'Neill wishing for "Hiram," but he probably spends all of his spare time in traveling over the M. C. R. in vain hope of meeting her and Sister Huff once more.

On our arrival in Boston we were met by a committee, who escorted those who desired rooms to their destination. In the evening a theater party was made up to attend the performance of the "Earl and the Girl" at the Boston and one of the Sisters was so strongly impressed with a certain song, that in her dreams the cat concert, given on a neighboring roof, resolved itself into "Don't You Want to Spoon With Me?" Thanks are due one of the actors for procuring us good seats for the play, and if "George" and his dear little dog ever come to Portland, we will all give him a good "hand."

We were on deck bright and early the next morning, being among the first to arrive at the hall. We hadn't been there very long when we were gladdened by the sight of dear Sister Cook, who was pleased to see so many of her "children" there. Then President Rogers took her little brood in tow, and trotted them up to be presented to the Grand President. The pleasure of those who had already met her were increased by the fact that she not only remembered our faces, but our names. We were glad to see Sister O'Neill, who assisted Sister Cook at the organization of our Division. And other familiar faces, too. How good it seemed to see them all again.

We cannot begin to tell you how much we enjoyed the day and the fine work done, so we think we had better not make the attempt, but leave it for someone more skillful with the pen, but we must speak of the lunch. We have not as yet discovered the right word in the dictionary to express how perfectly delightful and delicious it was. Sister Cook evidently felt the same way, and we noticed she developed an extraordinary fondness for "frozen pudding," with which the entire table accommodately supplied her.

The reception in the evening was a very pleasant affair, and gave us a better opportunity to greet our Grand Officers, whom we feel we cannot know too well. We found the spirit of cordiality well exemplified in our Sister hostesses, and shall ever retain the pleasantest recollections of them, and our attendance at the Boston

School of Instruction. In connection with the whole affair, the committee are to be heartily congratulated upon the systematic manner in which all the arrangements were carried out.

No. 259 did not remain for the closing exercises and festivities, but returned the following day. Of course we had to do a little shopping, and it was a decidedly tired and seedy looking little procession that straggled through the big stores, with Sisters President and Treasurer in the lead. On arriving at the train, the company compared notes as to mishaps, and found that no arms or legs were missing. A few minor accidents were reported, however. A cot bed had collapsed, and the laughter that ensued had called forth a severe and sarcastic reprimand from one of the resident roomers, who wanted to know if we "wouldn't please make a little less noise, so I can get to sleep again." Needless to say, no louder sound than a whisper was heard in that room the rest of the night (snoring excepted).

Sister Jordan had had the door of an "elevated" shut in her face just as she was about to be the last of her party to step aboard. It will be one of the regrets of her life that she did not have a camera handy to get a snap-shot of the horrified expression on Sister Waterman's face, when she saw her "running mate" thus ignominiously left. But Sister J. took the next train and got there as soon as the rest of her party. Sister Jordan was the victim of another slight mishap, also Sister Emery, and we understand that some of the party who came to Portland on a later train had their individual woes.

After we all got home and washed our faces and hands, and did our mending, we were ready for our Grand President, who came to us the last of the week. And if she enjoyed this, her first visit to Portland, one-half as well as we did, then indeed she had a thoroughly good time. On the evening of her arrival, the Brothers and Sisters went to meet her at the home of President Rogers, and we lay the flattering unction to our souls that we quite distinguished ourselves as entertainers. It was a sort of vaudeville program, one of the most striking things on the bill being a "hand-to-hand" encounter between a "potato bug" of prodigious size, and a wee chicken. At least Sister Cheney said it was a "potato bug."

The next day, after a little sight-seeing, we settled down to business, and held a special meeting, where we were joined by eleven Sisters from Oriental Division 283, of Bangor, and Sister Tatterson of No. 99, of Boston. We had a very profitable and enjoyable session, and among other things exemplified the penny march, which so delighted us in Boston. We appreciate

very much the kind words of commendation which the Grand President gave us for our work, and hope to continue to merit it in the future. A remembrance from 259 in the form of a souvenir spoon was presented her. And while she modestly disclaimed having earned it, we did not feel that way about it, and it gave us great pleasure to be able to give her some proof of our affection.

In the evening a special car conveyed us to Cape Cottage, where we partook of one of the delicious shore dinners, for which this beautiful place is justly famous. Between 30 and 40 sat down to the tables, several Brothers being among the number. At one time Bro. Coleman, of Bangor, was the only Brother present, and was given a bouquet in recognition of the fact. When the other Brothers arrived, we believe he was planning to divide the flowers among them.

An hour was spent in wandering on the shore and around the grounds, and in admiring the magnificent view of the bay and islands from the Casino piazzas.

We then adjourned to the pretty little summer playhouse near by, where we laughed at and sympathized with the poor Professor's unique dilemma.

The Grand President left us Sunday noon for Bangor, en route for Riviere du Loup, where many of the Brothers and Sisters from Portland will again have the privilege of meeting her.

Come again, Sister Grand President, and we will only be too glad to show you the rest of the attractions of our beautiful little city, of which we are so justly proud.

SEC. 259.

Grand President in New Hampshire.

Our Grand President came to Concord, N. H., from the school in New York City, arriving June 22, on which date, with her, a fraternal visit was made to No. 49. She reviewed the work of the Division and complimented them on the same; made suggestions and corrections and gave a nice talk on insurance. Inspection postponed to later date.

After a few days' rest, a trip to see the "Old Man" at the Profile House, White Mountains, and an opportunity to catch up with her correspondence, which followed her by the bundle, on the evening of June 26 we started for Boston, where a School of Instruction was opened June 27 under the auspices of Divisions 99 and 256. The entire work was exemplified by these local Divisions with scarcely a correction or suggestion. Each form was warmly applauded, the Divisions sharing equally the honor and praise. The officers of both appeared in white, making a very pretty sight in officers' drill by No. 256, and in-

stallation by No. 99. Presidents Thresher and Woodman presided creditably. Past President Batchelder, of No. 99, conducted the installation entire without ritual. Both she and Marshal Chase received many compliments. The Marshals of both Divisions, Palmer and Rockwood, Getchell and Wilmot, and Guides Clark and Boyle made fine appearances and deserve special mention. Few rituals were used by either Division and the greatest praise belongs to the entire staff of officers and members. A vote of thanks was given Musician Bucknam, of No. 99, who gave us excellent service through the school. The Grand President made address of greeting, warmly received, and complimented both Divisions for efficient work. She also gave a talk on insurance, which was much appreciated.

Fourteen of the seventeen N. E. Divisions were represented, besides No. 1, of Chicago, Nos. 264 and 351 of New York City, with an attendance of about 225.

President Thresher on behalf of No. 256 presented to each Grand Officer a souvenir spoon of Boston.

Caterer Strahn served a first-class dinner in an adjoining room to about 200. The hall was beautifully decorated, and each member was given an emblematic flower.

President Thresher, of No. 256, entertained both Grand Officers during their stay of three days. The following served on committees: President Woodman, Sisters Getchell, Batchelder, Chase, Wilkins, Allen, Kidder, Lindsey, Place, Palmer and Downs, of No. 99; President Thresher, Ruth Jones, Hattie Lord and Louisa Landon, of No. 256, and to their faithful service the credit is largely due for bringing about one of the most successfully conducted schools ever held.

An evening reception to Grand Officers by No. 256 followed, and was well attended by the B. of L. E. and G. I. A. Among Brothers present were C. E.s of Nos. 312 and 439—Fletcher and Alexander—and Bucknam, air brake instructor B. & M. R. R. The receiving party consisted of Grand President, A. G. V. P. and Presidents of local and visiting Divisions. Reception Committee, Sisters Kimball, Potter and Davis. Light refreshments were served by Sisters Paige and Clark, and an orchestra furnished music.

A pleasant feature of the evening was the happy thought of No. 99 in the presentation of twenty-four beautiful pink roses to our Grand President by President Woodman, it being the 24th anniversary of her marriage. She expressed appreciation and thanks for this courtesy, when so far away from him to whom she pledged herself a bride twenty-four years ago.

On June 28, Division 99 gave to the

Grand Officers a complimentary dinner and ocean trip to Bass Point, where a happy party ate, and ate, and ate of the regulation fish dinner. President Woodman and Vice-President Brouthers and other members of No. 99 were untiring in their efforts for the comfort and pleasure of their guests. Among the places of interest passed were Forts Warren and Independence. A much prized souvenir is the "tintype" of the party of eighteen. Returning to Boston several places of historic interest were pointed out, among them Faneuil Hall and old State House.

In the forenoon of June 29, by courtesy of No. 256, a carriage drive to many places of interest was very much enjoyed by the Grand Officers, President Thresher and Chairman Jones accompanying them. A drive was taken over Columbia Road, past Marine Park, Franklin Park, Harvard, Longfellow's home, the Washington elm, under which he took command of the American army in 1775; public gardens, Boston Common, Commonwealth avenue, Mrs. Gardner's palace, Simmon's College, Dutch Cocoa House, formerly at Chicago World's Fair; Jamaica Pond, Boston's largest body of fresh water; the Arnold Arboretum, the property of Harvard, the finest tree museum in the world.

After dinner occurred the inspection of No. 99 by the Grand President. There was a large attendance, besides visitors from Nos. 49, 61, 155, 224, 256, and 351. They acquitted themselves creditably, and were complimented by the Grand President, Guide Sister Boyle coming in for her share. The examination on by-laws was fine, Insurance Sec. Wilkins being unusually well posted.

A beautiful Duchess lace handkerchief was given to the Grand President, and a cut-glass olive dish to the A. G. V. P. The hall was decorated with flowers. At the close Sister Cobb was escort to South Station.

In the evening No. 99 gave a reception to the Grand Officers and celebrated their fourteenth anniversary. This Division, the second oldest, the largest in the Northeast, and very nearly the largest of all, numbers 108. Sister Allen, their first Secretary, is still retained in that office, her books second to none. Sister Dority, their first, has been almost for the entire period of fourteen years their honored Chaplain.

Among Brothers present were A. G. C. Hurley, Grand Chaplain Dority, C. E. No. 191, Woodworth; Air brake Instructor Bucknam, C. E. No. 61, Abbott, and Chief G. B. A. Mitchell.

A first-class banquet (Sister Allen, Com.) was given and ample justice done. An orchestra was in attendance. A pink carnation was given to all, and the com-

pany was favored by remarks from the Grand President, Grand Chaplain, A. G. Chief, Bros. Abbott, Mitchell and Woodworth. Reception Committee, Getchell, Kidder, Abbott and Sharkey; the receiving party being as before, Grand Officers and Presidents of local and visiting Divisions. Here good-byes were said, the Grand President leaving Friday morning, June 30, for Old Orchard Beach, the guest of the musician of Division 99, Bucknam.

From there she went to Portland, Me., to visit No. 259, July 1. Sister Jordan, Secretary of 259, will doubtless tell you the rest. From Portland she made the trip to the Canadian Union Meeting, returning home via Buffalo, where she visited and inspected the local Divisions. After a call on Sister C. J. Hutchins, at Prospect Hill, where a pleasant time was enjoyed with Sister Palmer, of No. 99, we returned to the home of the A. G. V. P. at CONCORD, N. H.

Golden Wedding.

TOLEDO, OHIO.

The golden wedding anniversary of Bro. John G. Gale, of Division 457, and his wife, Sister Mary E. Gale, of Division 57, was celebrated at their home in this city, Saturday, July 22.

The evening before, Bro. and Sister Gale were pleasantly surprised by a party comprising Brothers from Divisions 4 and 457, and the Sisters of Division 57, who called to remind them that their golden wedding was remembered.

About fifty were present to extend congratulations. During the evening Sister Jenny, President of Division 57, presented Bro. and Sister Gale with a purse of gold pieces amounting to \$85, the gift of the Brothers and Sisters. Bro. Gale responded in a few words of thanks and appreciation for the gift and the kindly feelings which prompted it; the ladies of Division 57 then served refreshments.

A second surprise, planned by the children and grandchildren of Bro. and Sister Gale, took place on Saturday afternoon, and a wedding dinner was served. The only great-grandchild is little nineteen-months-old Gale Miller, who in an appropriate little speech presented each of his great-grandparents a ten-dollar gold piece.

Brother Gale has been in the employ of the Lake Shore road and in active service, until about two years ago, since May, 1867. Failing health compelled him to retire, and now he must content himself with an occasional trip over the road where he served so long and so faithfully.

Division 57 numbers about 125 members; very few, however, are able to celebrate a golden wedding, hence Sister Gale's was a notable event in the history of the Division.

C. E. M.

Memorial Service at Knoxville, Tenn.

In the Centenary church on the 25th of June the members of Div. 239, B. of L. E., held memorial exercises in memory of deceased Brothers of 239 and Brothers of other Divisions who are buried in the cemeteries here in Knoxville, Tenn. The floral engine was beautifully decorated by the Sisters of 71, G. I. A. Other decorations consisted of ferns and roses. The draped vacant chairs caused each one to remember one or more of the Brothers. After the voluntary and hymn, prayer was offered by Rev. J. B. Carnes, the father of our deceased Bro. J. D. Carnes.

Bro. C. A. Trainum, chief of Div. 239, gave a brief history of the Division, its aims and purposes, the motto of the order, and how striving to deal justly, being sober and truthful will help us to have pure morals, virtuous lives and noble aspirations. He called the roll of those who had been taken from the ranks. Many hearts were sad and deep feeling was manifested throughout the services. Not many persons of the large congregation present but had a husband, father, son, brother or friend in this roll call.

A duet by Misses Lena and Susie Roberts was appreciated. The pastor, Rev. T. C. Schuler, preached a sermon of One Who Died, and Now Lives Again, showing us so plainly that it is for the future life and not death that we must prepare and be ever ready. After a solo by Mrs. E. R. Zemp were talks by Rev. Carnes and Brother Trainum, each speaking lovingly and tenderly of the absent ones. Nor was our beloved P. M. Arthur forgotten, but sweet tributes of praise were paid to the wonderful monument he has built for himself and which will grow higher in the ages to come.

This is our first memorial service, but next year decorating the graves and memorial exercises will be on our program. The Sisters began this decorating, but they will be alone no more, for the B. of L. E. will join them in this fraternal work.

A FRIEND.

Picnic at Railway Men's Home.

DEAR SISTERS: Believing that you will be interested to know about our picnic at the Railway Men's Home, Highland Park, Ill., which was given by Crescent Division No. 1, G. I. A., I will try and tell you about it.

The date of the picnic was August 1, and the weather was perfect.

Our train left the depot of the C. & N. W. Railway at 10:30 a. m., arriving at the Home about 11:15 a. m., with a happy crowd of over 300 Brothers and Sisters with their families and friends.

The C. & N. W. Railway Company gave free transportation the round trip, as they have done for several years, and too much cannot be said in praise of their generosity and co-operation, thus making it possible for us to do something to help the cause of our unfortunate Brothers, into whose lives these occasions come like a ray of sunshine, brightening and cheering them in their sad afflictions.

They tell us that the memory of these social gatherings is cherished by them when the pleasant summer time has given place to the cold, dreary winter, when many of them are shut-ins.

As before, we spread a table on the lawn under the trees for the inmates of the Home, and it certainly was a pleasure to see them enjoy the lunch served them. After luncheon was over the children soon became the possessors of the contents of the grab-bag, and races were also a feature of the program.

A number of visitors from other Divisions were welcome guests, among whom were Sister W. H. Murphy, of Dallas, Texas, who is a member of Mistletoe Division 181, Denison, Texas, and Sister Sweets, who, I believe, is a member of a Freeport, Ill., Division.

We are indebted to Chicago Divisions who helped to make the day a success, especially Divisions 5 and 96.

We believe that every one who attended feels amply repaid for his share in the work, in which all cannot but be interested by the feeling of good will and harmony that prevailed, and though a tired crowd wended their way homeward, everyone was feeling good-natured.

Mr. and Mrs. O'Keefe did everything to make it pleasant for us, and we were welcome to take possession of houses and grounds for the day.

At the present writing I do not know the exact sum we will be enabled to give the Home as a result of the picnic, but feel sure that it will reach our expectations. Sisters, those of you who have not been privileged to go with us as yet, try and come next year, and we promise you a happy time. With best wishes for the welfare of all sister Divisions, I am

MRS. W. W. HAMILTON,
President Div. 1.

On Insurance.

A word in regard to our insurance. I am like Sister Castin, "let well enough alone." I, like her, could not keep up my assessments if the age limit should prevail. For, Sisters, our money comes from our husbands—hard earned money—and we must keep up their assessments, because it benefits them if they become disabled. This age limit will do for Knights

and Ladies of Honor, Court of Honor, Ben-Hur, and a great many other secret societies that take in all classes of people, but you must remember we are limited to just engineers' wives, and not all of them are members of the G. I. A., and a great many that are members of the G. I. A. are not members of the V. R. A. So, Sisters, think well for the good of the order before you cast your vote.

Division 47 is still in good running order, taking in new members, and the most of them taking out one policy and some of them two, and socially we are on the top round. One good Sister said to me, "I lay aside my work willingly to attend Division meeting, because they are so pleasant," and she is the mother of a large family. So, Sisters,

"Be swift, dear heart, in saying the kindly word:
When ears are sealed, thy passionate pleading
will not be heard."

MRS. JAMES SAMPSON, Cor. Sec.

Program of Study for September, 1905.

Sentiment—"Arise and labor, bind and prune, and dig and sow; form, build, beautify, exalt."—Jeremy Taylor.

1st Subject—Japan, Where situated, surface, soil, climate, river system. Compare area with other countries.

2d. Name and describe chief cities.

3d. Productions of Japan.

4th. Vacation experiences, Club members.

5th. The Chicago strike, Literary Digest, May, 1905; The World's Work, June and July, 1905.

6th. A Far West Exposition, World's Work, July, 1905; Leslie's Weekly, June 22, 1905, and other magazines.

7th. Booker T. Washington an exemplary citizen, North American Review, 1901.

8th. Booker Washington, A Southerner's View, April 13th, Outlook, 1901; November 9th, Outlook, 1901.

These are bound volumes and generally found in public libraries. We recommend to our club members the following books to be used in the study of Japan: Japan, Aspects and Destinies, by W. Petrie Watson; Japanese Girls and Women, by Alice M. Bacon; Japanese Life in Town and Country, by Geo. W. Knox; Letters from Japan, by Mrs. Hugel Fraser; The Gist of Japan, by R. B. Peery, A. M., Ph.D. Other histories of this country will probably suggest themselves. All profitable.

Again autumn is at hand and the trees are trimming their summer dresses with beautiful autumn colors. We will return from our summer vacation, I hope, thoroughly rested and full of energy to begin a new year of study. We hope to make this year our banner year. The Program

Committee has worked faithfully to bring about the success of the Study Club, and would not only be glad to extend to the club a helping hand, if desired, but deem it a pleasure to hear from them at any time.

The Highest Pleasure: If heaven ever touches earth, it is when mortal man finds pleasure in bringing happiness to others; when the spirit of charity is abroad, casting out the demon of selfishness from the hearts of men.

We are in receipt of a song entitled "The Men Behind the Throttle Are Heroes Every One," with the compliments of the composer, Mrs. Wm. Blake, whose husband is a member of Division 152, B. of L. E. Any one wishing a copy can procure it by sending 25 cents to Mrs. Blake, Walton, N. Y., Box 228.

New Divisions.

Greetings from Bon Ami Div. 348, of Galesburg, Ill., an Auxiliary to Galesburg Div. 644, B. of L. E., organized March 3, 1904.

This Division of the G. I. A. to the B. of L. E., consisting of thirty-seven charter members, was organized by our Grand President, Sister W. A. Murdock, assisted by Sister George Murdock of Div. 1, of Chicago, Ill. The success of the organization of this Division is due to the efforts of our President, Mrs. W. E. Chitty, and Bro. C. E. Harmon of Galesburg Div. 644, B. of L. E. After the organization and installation of officers the members were invited to the Illinois Hotel, where a banquet, given by our husbands, awaited us.

Toasts and speeches for the good of our order were made. After which the members of Bon Ami Div. 348, G. I. A., to the B. of L. E., separated with the consciousness of loyal feelings for our new order, and anxious and determined that Div. 348, organized under such auspicious circumstances, and the banner Division of the state in numbers, will keep in touch with our brother Division and to support the G. I. A. in all truth, justice, sobriety and morality. Our meetings have been instructive and well attended, and several new members have been taken into the Division since its organization. Yours in fidelity,

A MEMBER.

NEW DIVISION AT SAN ANTONIO.

In looking over the JOURNAL for June I was very much disappointed to find nothing from our new Division at San Antonio, for I expected Alamo Div. 354 to introduce herself as a member of the G. I. A. family.

I had the pleasure of organizing this Division on April 7, assisted by ten members of Mis Letoe Div. 181, and nine members of Pansy Div. 194. We met early Friday morning at K. of P. hall, organized and elected officers. Twenty-eight charter members were present. Several being absent, they decided to hold the charter open until the following Friday to receive them. In the afternoon the new

officers were installed, and the entire ritual work was beautifully exemplified by the visiting Sisters. Sister Moore, President of Pansy Division, presided in her usual gracious manner. Before closing the meeting I was presented with a bouquet of most beautiful roses, tied with our Division colors. This was the gift of Sister Morley, the roses being grown in her own garden, and needless to say such a remembrance was highly appreciated.

On the evening of April 8 a reception was given in honor of the visiting Sisters, at which the engineers and their families were guests. The large hall was crowded with happy people, a fine musical program was rendered, and several recitations by the little folks deserve special mention. Mesdames Speer and Morley presided at the punch bowls, and were kept busy during the evening, for the punch was delicious. Dainty refreshments were served in the banquet room, and each guest received a pretty souvenir card of the happy occasion. I was remembered with a lovely bouquet of pink carnations. I remained in San Antonio several days for a visit with my sister, Mrs. L. E. Mays, and was present at the first regular meeting of this Division. Was surprised and delighted at the excellent manner in which they conducted the meeting and went through the work. Five were received at this meeting, and the charter closed with thirty-three members.

On Monday afternoon as I was making preparations to start home I was called into the parlor, as "some of the Sisters had come to bid me goodby." Imagine my surprise when I found the rooms filled with smiling faces. Sister Simpson, with a big bouquet of roses and lilies to brighten my homeward trip. We were invited to the dining room where we enjoyed delightful refreshments, which they had managed to smuggle into the house. I was trying to collect my wits sufficiently to thank the Sisters for so many kindnesses, when the President, Sister Smith, in behalf of Alamo Division, presented me with a beautiful cut glass water set. I tried to thank them, but the lump in my throat got too big, and I couldn't say what I wanted to, but the thanks so poorly expressed were none the less sincere. I have just heard very encouraging reports from there. They have added to their membership, have a splendid relief committee, with Sister Simpson as chairman, who visit not only the sick members but also those who fail to attend the meetings. They are all interested and earnest in the work, and I predict that Alamo will soon be one of our banner Divisions.

Another Division recently organized, and of which I am very proud, is Springtime Div. 358, at Commerce. Was accompanied by Sisters Williams and Coppers of Mistletoe Div. 181, arriving at Commerce on the afternoon of May 29. We were met by a committee of Brothers and Sisters who gave us a hearty welcome, and entertained us in their homes during our stay. In the evening an informal reception was given at the B. of L. E. hall, where we had the pleasure of meeting a number of engineers and their families, and spent a delightful evening. Short talks were made by several of the Sisters and Brothers, among them was Bro.

Worley, Chief of the B. of L. E., and Bro. Wm. Mason. Both spoke in highest praise of the good work of the G. I. A., and expressed much pleasure that they were to have an Auxiliary of their own. Delicious refreshments were served and much enjoyed by all. The next morning we met at the B. of L. E. hall at 9 o'clock, and with Sister Williams as Secretary, and Sister Coppers Marshal, Springtime Div. 358, was duly organized, officers elected and installed. We adjourned for dinner and were the guests of Brother and Sister Barte, who were old friends, formerly living in Denison. I wish I could describe that dinner and how much we enjoyed it, but that would require more space than we are allowed, and then I am afraid the Sisters would not like it if I told how much they ate. At 2 o'clock we again met at the hall and exemplified the ritual work. This Division is small in numbers but great in courage and determination, and I am confident will be a very successful Auxiliary with such enthusiastic workers.

At the close of the meeting the President, Sister Mason, in behalf of the Division, presented me with a lovely, hand-painted china plate, which I prize very highly. While our visit was short in Commerce it was very pleasant indeed, and the kindness of the Sisters will always be a sweet memory. We are especially indebted to Brother and Sister Mason for courtesies received.

MRS. R. W. MAYS.

I TAKE much pleasure in again reporting the organizing of another new Division in California, the third within five months. All healthy youngsters that we expect to thrive and grow.

The Santa Lucia Division was organized at San Luis Obispo, Cal., by Sister Armstrong of Div. 106, assisted by Sister Bowley, Grand Chief, and Sisters Brown, Ballentine, Bushnell and Alger, also of 106, who made the 250 mile trip to be present. The day set for instituting the Division proved to be a very warm one, but all the ladies were present at the appointed time and ready for work. The instituting and election of officers being completed we adjourned for lunch, after which the officers were installed and the ritual work exemplified, the members of the new Division taking such an interest and responding so readily to instruction that we were all delighted with the appreciation of our efforts, and felt that indeed no mistake had been made by organizing the new Division, and that the officers had certainly been chosen wisely and well.

Under good of the order many interesting remarks were made, and the Grand Chaplain, in behalf of Div. 106, presented the new Division with a \$10 gold piece. Sister Miller, President of the Santa Lucia Division, responded, and in turn presented the Grand Chaplain, also Sister Brown, President of Div. 106, and the Grand Organizer, each with a beautiful bouquet of carnations tied with broad streamers of ribbon.

After the close of the meeting flowers were distributed to all, and ice cream and cake served, which was much appreciated by all, being doubly welcome on account of the heat. Some of the vis-

iting Sisters took the opportunity to remain in the charming little town for several days and enjoyed visiting many places of interest.

Much of the success of organizing the new Division is due to the work of Sister Burke, who withdrew from Div. 106 to join the Santa Lucia, and was untiring in her efforts to work up a Division at San Luis Obispo. Success to the Santa Lucia say we all.

ORGANIZER.

AURORA Div. 357, of Aurora, Ill., was organized May 3, with a charter membership of 26, through the efforts of Sister Gallispie, who was elected President. Grand President Murdock honored our Division with her presence, and after a faithful day's work, completed our organization. At noon luncheon was served, the Brothers being invited to partake of it. After this Sister Murdock was presented with a souvenir spoon, Brother Kagey making the presentation speech. Sister Murdock responded in her most gracious manner.

We were assisted into the secrets of the order by Sister Miller, who accompanied Sister Murdock from Chicago. We have since held a card party which was very remunerative, and a picnic at River-view Park, to which all railway men and their families were invited.

COR. SEC. Aurora Div. 357.

A Child Was Born.

Born on April 7, 1905, a daughter to the Sunset and Gabriel Divisions of San Antonio, Tex. These two Divisions began sweet-hearting early in the year. The wooing was done by the Sunset, visits were made, loving messages were written, and telephones were frequently heard to jingle. Sunset proposed, and its charms proving irresistible, Gabriel blushing accepted, consent to the union was willingly given by the parent (Grand President), and marriage certificate duly signed.

In due time it was evident that the services of Mrs. Mays, State Organizer, were needed. She was sent for and arrived on April 6, bringing with her as assistants Sisters from Denison and Cleburne Divisions to the number of 16. On Thursday, the 7th, the child was born, both strong and healthy, 38 members giving promise of a long life filled with good works. All being agreed it was christened Alamo, after our own beautiful Alamo City. On the following Saturday night the birth and christening were celebrated by a reception, which was attended by the visiting ladies and the members of the Sunset and Gabriel Divisions and their families, at which time the young child was presented and publicly acknowledged.

Miss Alamo is now nearing her fourth month, and we are much pleased with her growth, three new members have been added and one is in the hands of the investigating committee. She has cut several teeth, has begun creeping on all fours, and we feel sure she will soon be able to walk alone. Sunset and Gabriel seem to be very proud of her and have shown their appreciation by donating a handsome sum of money and a beautiful desk. More anon.

INFELIZE.

Division News.

It has been some time since Charity Div. 4 has been heard from through the JOURNAL, but hope our Sisters do not think we are idle. I wish to tell the Sisters of the good times we have had during the first six months of the year. Our President hit upon a plan to get all the members out and have a social time after the meeting closed if time permitted, so she had the names of every Sister written on a slip of paper and had the Guide to draw three names to entertain at the next meeting, and it is very amusing to see how the Sisters watch for the names that will be drawn. We have had some very nice entertainments in the way of musical and guessing contests; light refreshments are always served.

On June 8 we had a very nice meeting. We had planned a little surprise on Sister Furgeson, who expected to leave for her future home in Washington. In behalf of the members, our President presented Sister Furgeson with a set of beautiful silver teaspoons as a token of our esteem. Sister Furgeson could only say, "I thank you all."

After the meeting closed Sisters Watson, Cogley and Wilson had charge of the entertainment, after which snowy white lunch cloths were spread on the tables with a beautiful bouquet of flowers for each table, where ice cream and cake were served. Every one that was at the meeting enjoyed it very much. We all wished Sister Furgeson prosperity and happiness in her new home, and all went home feeling that Charity Div. 4 was growing better every meeting.

Div. 4.

DIVISION 274, St. Paul, Minn., is never wanting in means to keep care within bounds, has well sustained of late its well-earned reputation for lively interest in things social.

Among some of the recent pleasant gatherings was the surprise engineered on Sister P. J. Conley at her home, when our President, Sister Hammond, on behalf of 274, presented Sister Conley with a magnificent brooch set with diamonds and pearls. Offering was made in slight recognition of good work by a most valued officer. Refreshments materially aided the feast of reason and the flow of soul. The next occasion was the surprise on Sister J. O'Neil, who was presented with a beautiful cut glass bowl by our President, as a reminder that the donors were sorry to part with her, as she soon leaves for St. James, Minn., which is to be her home.

Another surprise was that on Sister T. Quinlan, who has been our Guide since our organization was perfected. As a reminder that her efforts in behalf of the Auxiliary were not unappreciated, a token as substantial as the good will of the givers was presented in the form of a splendid set of oak dining room chairs with leather seats, by our President, Sister Hammond, in a few well rounded words.

The function at the home of Sister W. P. Smith, on the 20th of June, to which the Division, with husbands and children, were invited, was to celebrate the twelfth wedding anniversary of Brother and Sister Smith. The rooms were decorated with ribbons of our colors, and the dining room was

literally covered with roses. The menu is best described as elegant, and could not be otherwise with such royal entertainers. Sister Smith was assisted by her sister, Mrs. Paul Weide, and Sisters Works, Durand, Keating, Willis and Anderson. A feature of the gathering was a numbered coupon presented to each guest, which called for a souvenir that will not be forgotten by the recipients.

A unique little episode was pulled off on this occasion, and one that will also be remembered by the participants as quite out of the usual order of things. Brother and Sister Smith, notwithstanding their twelve years of married life, have no children. Now, Sister Morton, always thoughtful for the happiness of others, went to the Foundlings Home and obtained a fine blue-eyed boy and presented the little fellow (who was christened Ellwood by Sister Morton) to the happy couple. The Division gave Sister Smith a beautiful linen tablecloth and napkins. It was intended that the souvenirs should be a surprise for the guests, but the surprise of the entertainers was full and complete when the heir to the Smith estate was brought out and presented in due form.

MRS. A. H. WALKER, Cor. Sec.

CENTENNIAL DIVISION forgets her obligations often and falls short of her duties. One of these occurs to me in the nature of carelessly forgetting to acknowledge the generosity of the Subdivisions who so generously responded to our call for assistance. It was a genuine evidence that they regarded the members of our noble order not selfishly, but had that true sisterly love and evinced their love by their actions. Often Divisions are weak in numbers, weak financially; the members not being able to attend regularly causes weakness. In this state of affairs is needed a revival of some description. We have had many instructive articles on how to earn money; nevertheless, Sisters, you are aware of the old maxim, "Circumstances alter cases." There are always expenses accumulating, and virtuously speaking the Brothers must remit for us unless we can manage to defray them by entertainments, etc., thereby keeping our G. I. A. self-sustaining. We are not a wealthy Division, and have members to whom it is our duty to render charity. While we are not groaning under our burden, relating this will convince you that we have not been sitting idly and allowing opportunity to vanish in the distance.

There is always something to accomplish, and with our efficient corps of officers a prosperous year is anticipated. It is the desire of every loyal member to advance the interest of this benevolent order; while our church, in my estimation, is first, yet the love I hold for this society is as fervent as the ties which bind us to the church. The one grand principle of our Auxiliary, "Harmony," if it prevails then all is Love, and we feel like one of the old saints at a soul-stirring meeting, and are able to join in with him in saying, "It was good for me to be there." Father Time is plodding on and on, and ere we are aware the year will have been closed. My desire is that the G. I. A. will continue to grow, to progress, and ever be the joy and comfort of the B. of L. E. COR. SEC. 221.

It has been a long time since Kentucky Belle Div. 45 has had a chat with the Sister Auxiliaries through the columns of the JOURNAL. Though our pen has been silent we have had many good things to chronicle. During the past year we have accomplished much for the good of the order to which we have pledged our support. We have taken in five members, have had several socials during the year which were pleasant and profitable. On July 25 we gave a picnic at a place called Parker's Mill, which was a grand success, both socially and financially. The committees and Sisters in general deserve great praise for the genial manner in which they served their guests. The dancing pavilion was managed by Sister Lester and Bro. G. L. Peffer, who worked very hard to have their department prove profitable. We extend our thanks to our many friends for the kindly interest and help they gave us.

Sincerely yours, GUIDE Div. 45.

It is a pleasure to us to let the readers of the JOURNAL know that there is a Division in existence known as the Pacheco Div. 339, Kern City, Cal. We are in a flourishing condition, with \$150 in our treasury; the first \$10 was presented by Sister Norton, in behalf of Golden State Div. 104. We have many social gatherings which are always successful, socially and financially.

On the 1st of June we received an invitation from Golden State Div. 104 to spend a few days with them about the 15th of June, which was accepted. That being their regular meeting day they had their meeting in the morning, and at noon a recess was taken for a few hours, and the doors were opened to the Brothers to enjoy a bountiful banquet prepared for us, at the dining hall of the Van Nuys Hotel. I dare say every person did justice to the occasion. After lunch a meeting of instruction was held, and talks for the good of the order. The same evening we all enjoyed a theater party. Next day, accompanied by the Brothers who were fortunate enough to join the ladies, we boarded a special parlor car and were soon at Long Beach. The weather was all that could be desired, warm, yet not oppressively so, a gentle breeze tempering the heat. The morning hours were spent sight-seeing and bathing in the surf. We also enjoyed the band concert at the pavilion and a stroll to the park where we had our pictures taken, which were a failure, as I would have liked to have sent one to the JOURNAL. The next day we were entertained at the chutes, which will long be remembered by those present. The following evening Sister and Brother Jordan entertained at a card party, prizes were awarded, dainty refreshments served, and vocal and instrumental music was very much enjoyed, when we all departed for our homes, declaring Golden State Div. 104 royal entertainers.

As this is my first letter to the JOURNAL I hope it will not tire the readers. I will close, wishing all Sister Divisions happiness and prosperity.

Yours in F. I. and P. M. H.

JUNE 14, 1905, was regular meeting day for Mistletoe Div. 181, Denison, Tex., but as our President, Mrs. W. D. Oland's birthday was also on this date

our meeting was a little out of the ordinary. We planned to surprise her by serving refreshments in the banquet room after meeting. Our plans worked well, although they were made hastily. Our meeting was well attended, and after a pleasant session of routine work we closed in regular form. Our musician had been instructed to play a march immediately after closing, and officers and members formed in line to march to banquet room. Our Grand Officer, Sister Mays, escorted our President, who was bewildered, and asked what we expected to do. She was soon shown, as the line of march led to the banquet room, where all stood at their places at the table, our President at the place of honor, with our Grand Officer on her right. Sister Mays then presented Sister Oland with a beautiful hand-painted china plate as a birthday remembrance from Mistletoe Division. Our President was so overcome with surprise that she was hardly able to respond. Our Guide, Sister Coppers, and Sentinel Sister Ford, each presented her with a bouquet, after which we were seated and served with delicious ice cream and cake. To say we spent a pleasant afternoon mildly expresses it, as we enjoyed ourselves more than we could express, and departed for our homes wishing our President many more happy birthdays. SEC. 181.

PERHAPS some may think Success Div. 159, Memphis, Tenn., is dead, as she has not put in her appearance in the JOURNAL for some time. She is neither dead nor sleeping, but is wide awake in the interest of the order. We have initiated fifteen this year thus far, with promises of many more.

Last March we gave a Birthday Party and realized a nice sum for our treasury. Our next effort was a raffle of a beautiful sofa pillow. We made \$27.50 on that. Quite often we have an afternoon tea, that is more to promote sociability and bring us closer together, yet we always make a little for the treasury then. We have adopted a sweet way this year. We remember each Sister's birthday by presenting her with a piece of cut glass, and I think as the years pass by we can look at them with such pleasant recollections. Last, but not least, we had an experience meeting at Sister Charley Barnett's; we were to earn \$1 each and tell how we earned it. It was decided that Sister Coburn and Sister Droyer carried off the palm. We did splendid with that, so you see we are doing with our might what our hands find to do.

We are using every effort to make the coming convention a success. Sisters, perhaps we can't entertain you as we were at Los Angeles, yet we will do the best we can. And we hope every Brother and Sister will be with us that possibly can, so you may see that Memphis will give you a warm welcome and a glorious time.

One word for our Insurance. It is doing fine; we have added many to our list this year, and may it remain as it is to help the old members as well as the younger ones. With best wishes for our noble order,

I am yours in F. L. and P.,
MRS. J. M. BRUSE, Sec. Div. 159.

ON Monday evening, June 19, the members of Garnet Div. 313, of Ludlow, Ky., gave a lawn fete

at which ice cream and cake were served, and from which a neat sum was realized. The lawn was tastefully decorated with Japanese lanterns and headlights. Thanks to Mr. J. H. Murphy, master mechanic, for the headlights. We wish to thank Brother and Sister C. H. Slade for the use of their beautiful lawn, also the Brothers of Div. 603, who assisted in making this a success both socially and financially.

On Thursday evening, July 27, we chartered the private car "Blue Grass," of the C. N. & C. Street Railway, and enjoyed a pleasant ride of four hours over its various lines. We had ice cream and cake and a splendid time generally.

We have had one visit from a State Organizer, from which we derived great benefit, and we hope to be honored by a visit from one of our Grand Officers as we feel a visit from them would do us a world of good. With best wishes for all,

Fraternally yours,
MRS. W. A. SAYLOR, Cor. Sec.

DIVISION 295 of Neodesha, Kan., is progressing a step at a time. We have initiations once in a while and are always glad to get new members. We have nice gatherings and good times. The members and husbands gave a pleasant surprise at the beautiful home of Brother and Sister Scheighling in honor of Brother and Sister Hendricks, who were here visiting their many friends in Neodesha. The evening was warm, consequently the ice cream served was doubly welcome. Music was furnished by Sisters Baker and Schleighing, which was thoroughly enjoyed. We departed at a late hour hoping for more such meetings.

COR. SEC.

A MOST enjoyable event took place at Lebanon, Pa., July 30, 1905. That being the day for the fifth Sunday meeting, Div. 104, B. of L. E. of Columbia, decided to attend and have their Auxiliary, Div. 326, accompany them. Transportation was secured from Columbia to Lebanon through the perseverance of Brothers Heim and Dennell.

We were met at Lancaster by members of the different Divisions of Philadelphia and their Auxiliaries, making a merry party to invade the staid and decorous old city. On our arrival we were at once escorted to the Lebanon Valley House, where a fine dinner was served in true Lebanon style. The repast over we proceeded to the Opera House where we listened to one of the most appropriate addresses ever delivered to engineers and all loyal patriots, by Gen. Gobin of the N. G. P. A very appropriate speech was also made by T. G. E. Deloss Everett, and members of the Y. M. C. A. The members of the B. of L. E. were greatly disappointed because of the unavoidable absence of Grand Chief Stone, who they were assured would be there. The singing of the male quartet was exceptionally fine.

After the public meeting the B. of L. E. held a secret conclave, and we spent the intervening time in a twenty mile trolley ride from Lebanon to Palmyra and return. All who are acquainted with Sisters Heim, Dennell, Shenk and Van Meter know what an interesting ride that was. On re-

turning, as most of the ladies were hungry, they decided to have sandwiches and coffee, but Brother Gerfin kindly escorted us to what seemed to be an elevated air castle in which we were served with everything that the inner man could desire. Nothing but fried chicken with its accessories suited the taste of "Pop and Mama" Heim.

At 6 P. M. we left the city, stopping at Mt. Gretna for a walk in that grand old forest. Our Sister Armstrong, who is sojourning there, was our escort. The quiet, beautiful old woods and walks impressed us very much, reminding us of the Garden of Eden before the serpent entered to change all things.

From Mt. Gretna the merry party went to Conewago, where a change of cars took place, the Philadelphia Division going east, the Harrisburg west, and Columbia home. All decided that the day had been spent in a most enjoyable way, no desecration of the Sabbath, every one remembering the Third Commandment and obeying it. We believe that each member of the different Divisions was spiritually, morally and physically benefited and will, with renewed zeal, prove to the world that they are in reality the noble, brave and honest engineers that the speaker, Gen. Gobin, painted them.

Div. 326, G. I. A.

VANDERBILT Div. 264, G. I. A., have been giving a number of coffee socials and luncheons at the different members' houses. The first to entertain was Sister G. Benton, where quite a few Sisters and their friends congregated and had a fine afternoon. Then Sister F. Burrows gave a luncheon, and the Sisters did more than justice to the good things which loaded the table. Sisters Munger and Craig followed in the steps, and we wished that some of our other Sisters were there to enjoy the goodies, and the fine singing and playing. Sisters Peterson and Raymond favored us with some recitations which were heartily applauded. The next was given by the Sisters Miller, and it seemed there could not be anything added either in the way of refreshments or enjoyment; the piano and vocal solos by Sisters Stroh and Elliott and Mrs. Rohl were more than appreciated.

July 17 we met at 125th St. R. R. Station where a special car had been provided for us by Mr. D. B. McCoy, to take us to Ossining, where we went to spend the day with Sister Raymond. It was a delightful outing, and a fine luncheon was served. We know from this experience that Brother Raymond runs everything on the same scale and schedule as he does the "Empire State Express." In the evening we returned to New York a happy crowd.

SECRETARY 264.

DIVISION 52, Columbus, O., is a large and prosperous one. We seldom appear in the JOURNAL. I think it is because we leave it to Sister Cassell, and she dislikes to blow the horn of her own Division. It is either that or else when space is lacking she thinks we won't kick if she leaves us out.

However, Division 52 is an active one, and we have many happy hours together. Our Division meetings are well attended. The hall is hardly

large enough to do the work with so many members. We have socials, lawn fetes, dances, etc., and so the years pass merrily on.

Just before Sister Cassell went west this summer the Division, to the number of 50, went to her home one afternoon to surprise her. She was away at a funeral, but returned about 3 o'clock, and such a surprised woman you never saw as she stepped into the parlor to remove her hat. All she could say was, "Well!" The ladies took with them all the refreshments for the occasion, and in the midst of it all Sister McConathy, in behalf of the Division, presented Sister Cassell with a beautiful jeweled comb, and a bunch of pink carnations. She responded feelingly, assuring us that the gift was appreciated, and that she would wear it with pleasure.

We will take up our work in September with renewed interest and get ready for our Inspector, good Sister Wilson of Allegheny. MORE ANON.

G. I. A. Voluntary Relief Association.

TOLEDO, O., Sept. 1, 1905.

To Division Insurance Secretaries, V. R. A.:

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for the same was dated later than July 31, 1905.

ASSESSMENT No. 225.

Died July 15, 1905. Sister Elizabeth Wall, aged 70, of Div. 46, Denver, Colo. Cause of death, killed by a train. Carried two certificates, dated April, 1896, and June, 1898, payable to Chas. Wall, husband.

ASSESSMENT No. 226.

Died Aug. 6, 1905. Sister A. Brown, aged 48, of Div. 28, Erie, Pa. Cause of death, acute general peritonitis. Carried one certificate, dated Aug. 11, 1905, payable to Ansel Brown, husband, Walter Brown and Stella Lett, son and daughter.

ASSESSMENT No. 227.

Died July 12, 1905. Sister J. W. Tallmadge, aged 41, of Div. 37, Little Rock, Ark. Cause of death, tuberculosis. Carried one certificate, payable to J. W. Tallmadge, husband.

Assessment No. 227 will be paid from the Assessment fund.

Members will pay their Insurance Secretaries on or before Sept. 30, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to General Secretary and Treasurer not later than Oct. 10, or stand delinquent till remittance is made.

Members in good standing July 31, 1905, five thousand and forty-seven in first class; and twenty-one hundred and five in second class.

MRS. GEO. WILSON, Pres. V. R. A.
M. L. ROBERTSON, Gen'l Sec'y and Treas.

• • Technical • •

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Electricity—Power Transmission.

BY ELWOOD A. GRISSINGER, E. E.

The trolley takes its current from the overhead wire, which is called the trolley wire. The size of this wire varies from No. 0 to No. 000 Brown & Sharpe gauge. It must not be understood, however, that the trolley wire carries all the current the entire length of the line—i. e., that it carries all of the current for all of the cars that may be operating on the line at the same time. It may only carry the current for the cars at the points where such cars are operating. In observing the construction of any overhead electric railway lines, it will be noticed that on the same poles from which the trolley wire is suspended one or more heavy and insulated wires or cables are strung. If the details are sought, it will be noticed that about every dozen poles there will be a wire brought out from the heavy cable and attached to the trolley wire proper. The reason this is done is to avoid carrying too much current on the trolley wire proper; for when the cars come along they will draw current through the taps, which come from the heavy cable. The current may, therefore, come from two such taps for the same car, and flowing both ways meet at the trolley pole. The natural result of this method is to increase the carrying capacity of the overhead line while keeping down the size of the trolley wire proper. In cities where the districts are crowded, and there are a great many of the feeders which supply the trolley wire with the current, it is the practice to cut the trolley wire into sections and insulate one section from the other. This is done so that if any one section breaks down it will not affect the entire system. In the power station, there is always erected a large marble or slate switchboard, upon which are mounted the switches and circuit breakers which control the different

feeders or circuits which supply the trolley wire with power. This individualizes the system, giving any particular section of the road greater stability of operation.

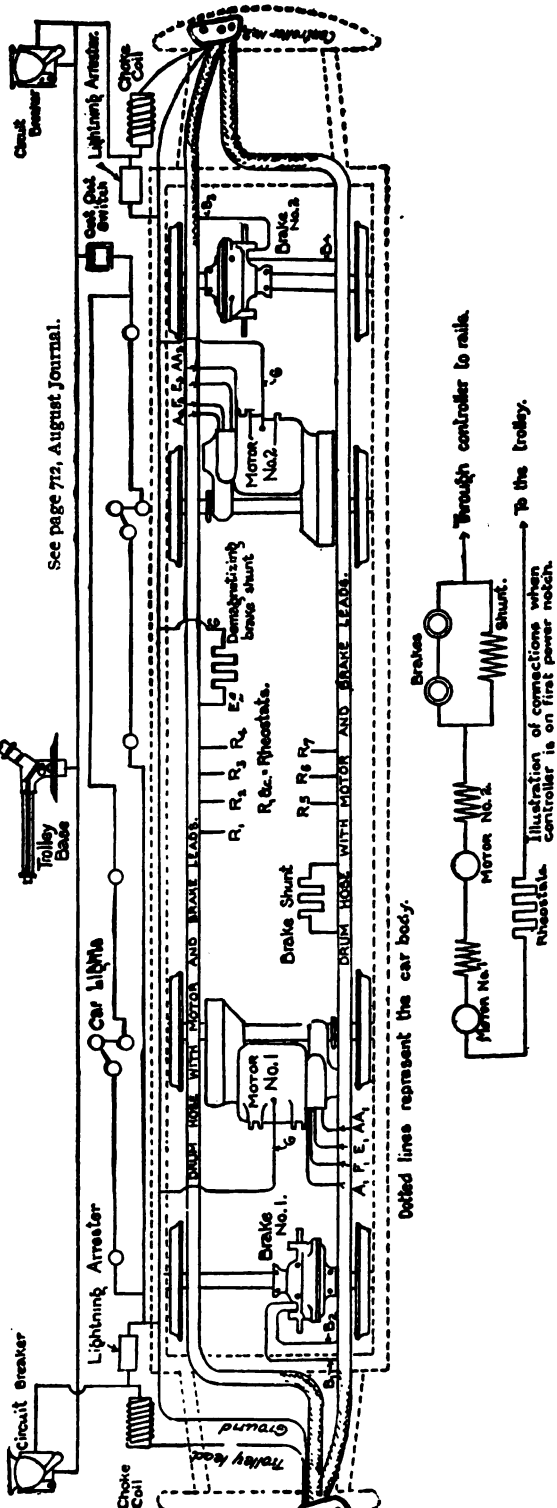
In any system of electric traction, it is always an advantage to have the power station located near the center of the system. When this is done, the problem of distribution is very much simplified. It is much easier to feed from a center outward than it is from one end and traverse the entire distance. Central distribution means that it is not necessary to place as heavy wiring on the poles in order to get the necessary amounts of power at the different sections. It also means that, with any given sizes of wire, a much better service can be maintained. This is because it is easier to maintain the full pressure of currents at all points in the one case, whereas, if it is necessary to carry the entire power all the way to the end of the line, greater cost of construction is entailed, while at the same time the service cannot be as good.

The distance over which a direct current at the usual pressure of 550 volts can be carried varies with the amount of power it is desired to transmit and the size of wire that will be employed. If it were desired to transmit 500 horse-power ten miles, the initial pressure being 550 volts, and it was desired to have a pressure of 500 volts at the end of ten miles, it would be found that the cost of the line copper necessary to do this would be so great as to make the undertaking prohibitory. Therefore, if we want to carry any great amount of power to any appreciable distance, we are compelled to adopt other methods than that of one power station producing the usual current for street car purposes. We can build more than one power station which will feed into the same line. These power stations can be placed at each end of a line, or one station can be in the middle and the other at either end. Another method is to place one power plant at one end of a line, send the current it generates along toward its destination, and somewhere along the line place a so-called *booster set*. The function of this device is to boost the current.

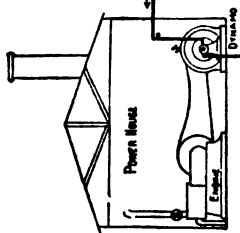
What it really does is to take the same current that comes along and increase its voltage by an amount equal to that which it lost in transit plus the amount necessary to carry it to its destination. A booster set may be operated with a steam engine, or still better, use a motor which will take current from the power line. With this motor drive the booster which is to increase the voltage. This makes a very simple means of cutting down the size of the line copper, while also keeping up the pressure at the different points of the line. But when we come to the question of carrying electrical energy over still greater distances then the booster method offers many disadvantages over more modern methods, which I will attempt to outline.

In an early article of the series, it was pointed out that the higher the pressure of a current of electricity the farther it could be carried. Therefore, it was sought to find a means of increasing the pressure. This was readily accomplished, but when it was, how was a current at such a high pressure to be utilized when it was obtained? It has not been commercially practicable to build direct current machinery that would take a current of a higher voltage than 700, and this makes extremely hazardous working in more ways than one. Recourse was then had to the alternating current, the form of electric current which was the first that was ever made, and, singularly enough, the last to be developed.

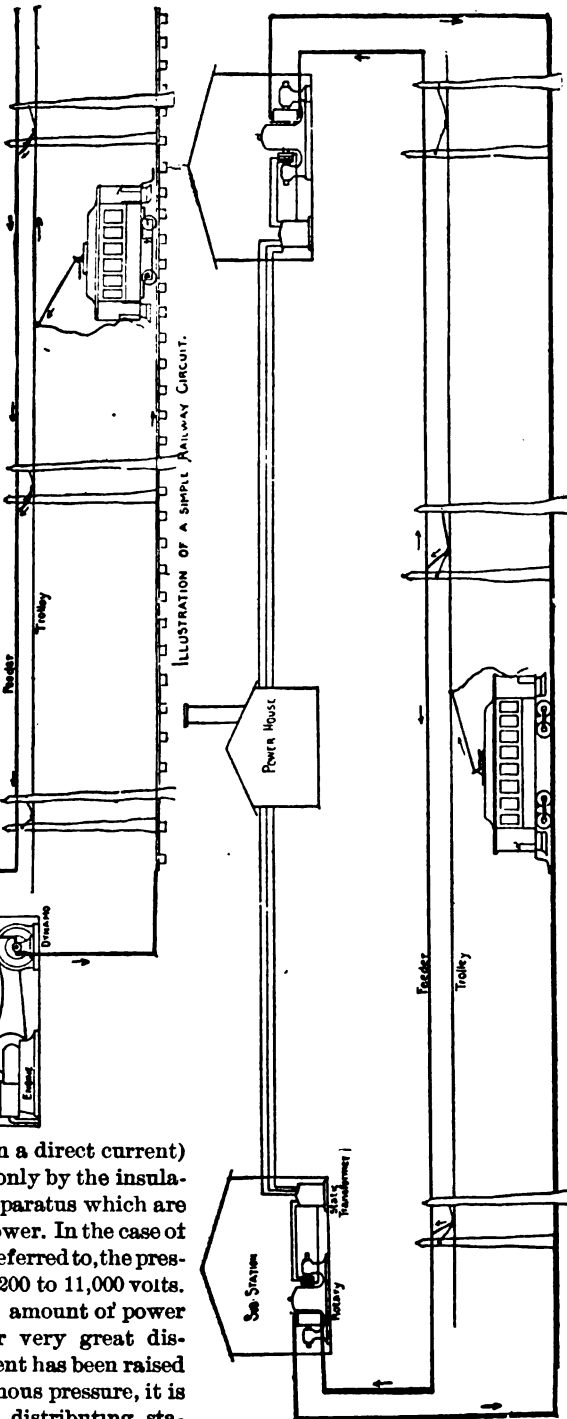
In another article it may be remembered that I said that every form of dynamo generates an alternating current; i. e., the current in every armature is alternating in character, and will remain so unless it is commutated by means of a commutator fitted with the customary brushes. The modern systems of power service on a large scale employ the alternating current at the power station. Incidentally, I might mention here that the extensive and elaborate system which is now being installed by the Manhattan Railway Company in New York, the Third Avenue Railway Company in the same city, and the street car systems and power



service of Buffalo and Niagara Falls, are built upon the same general plan. In a large central power plant, generators of large capacity, delivering an alternating current of 2,200 volts pressure, are driven by steam engines, or as at Niagara Falls, by water wheels. These generators, through the medium of the switchboard devices, deliver their energy to the same circuits. But 2,200 volts is not sufficient pressure yet for the transmission of large amounts of power within the confines of a large city or throughout a neighboring district. What is used, therefore, is *static transformers*. These simple and very useful devices have no moving parts. They can be made to increase alternating-current pressure



(they will not operate on a direct current) to any amount, limited only by the insulation of the wires and apparatus which are necessary to carry the power. In the case of the installations above referred to, the pressure is increased from 2,200 to 11,000 volts. At this pressure a large amount of power can be transmitted over very great distances. After the current has been raised to this apparently enormous pressure, it is carried to one or more distributing sta-



ALTERNATING CURRENT CENTRAL STATION. ROTARY TRANSFORMER SUB-STATIONS.

tions, which are called sub-stations. Here the same kind of static transformers are installed, which will reduce the pressure of the current to a working range. These transformers, however, will deliver an alternating current, and the street car motors will only operate on a direct current of approximately 550 volts pressure. Therefore, some means had to be devised to commutate the alternating current and make a direct current out of it after it was delivered at the sub-stations. Such a device is called a *rotary transformer*, and is as its name indicates. It is a machine looking very much like the ordinary direct-current generator, only a smaller machine for the same output. The difference most noticeable is, that on one end of the machine will be seen collector rings with copper brushes bearing on them, and on the other end of the rotating member will be found the usual commutator with its carbon brushes. What happens when the machine is in operation is, that an alternating current goes in the one end and comes out at the other a direct current, and if the alternating current that goes in has the correct proportionate pressure the direct current that comes out will be of 550 volts pressure.

The installation of the Manhattan Railway Company as an example, will have installed alternating current generators of nominal capacity equal to 5,000 horse-power each. These large machines are each direct connected, without the medium of belts, to compound condensing engines, using steam at about 150 pounds. The capacity of the power station at its utmost will be about 100,000 horse-power. All of these machines will feed into the same switchboard, and from there into static transformers, which will raise the voltage from 2,200 to 11,000 volts. This current is then transmitted by means of feeders to the different sub-stations throughout the city, of which there will be about a dozen. In these sub-stations will be found high pressure switchboard panels, which give the current to the static transformers for reducing the pressure from 11,000 volts to approximately 352 volts. It is then carried to the rotary

transformers, which transform the current into direct current at the proper potential for the street car type of motors which will be used on the elevated railroad cars. The motor equipment upon the cars will be similar to that found upon surface lines, except that the motors will be of larger size, for the reason that they will pull a number of cars. The starting devices and means of motor control will differ, no doubt, quite radically from anything heretofore attempted, and inasmuch as such apparatus has not as yet been purchased, nothing can be said about the method that will be used. As for the style of braking mechanism, it will undoubtedly be air. The operation of such type of brake is familiar to most readers and an explanation should not be necessary, except in so far as the means of procuring the air is concerned. A low-speed direct-current motor capable of operating at 550 volts pressure is directly connected, without the medium of belts, to a rotary type of air pump. By means of an electro-pneumatic device this motor will be started and stopped as automatically as the steam-operated air pump upon a locomotive. When the pressure in the air reservoir drops below a predetermined point the motor is started, and as soon as the pressure has reached the normal pressure the motor is automatically shut off. This operation is repeated just as often as the conditions demand. The motor gets its power from the trolley, so to speak. As regards the trolley devices as applied to this system, it is well to add here that there will be no overhead trolley or wiring of any sort. The cars will gather up the current from a third rail, the rails of the roadbed forming the return circuit. The third rail is permissible in this case, because the system is an elevated one and the public in general never come in contact with it.

The third rail is of heavy steel, and of a shape to suit the conditions. It is placed at the side of the track, elevated some six or eight inches above the same, and mounted upon insulators of sufficient strength to support it. At intervals along its length taps are made into as with the

ordinary trolley wire. These taps are for the purpose of distributing the current, and while the rail is much larger than the ordinary trolley wire, it is to be remembered that a steel rail does not have as good conducting properties as does copper, and must, therefore, be larger in cross section to carry the same amount of power. It is cheaper to install, though; and by tapping in current at regular intervals will answer the purpose entirely satisfactorily, wear longer, and be far cheaper to install. The car carries a shoe at its side that slides along on this third rail. This shoe will permit of the car going in either direction without its being changed. It will also keep in contact with the rail with almost uniform pressure, notwithstanding any swaying of the car and deviations due to the rounding of curves. The current travels from this shoe to the controlling devices on the cars, from whence it is disposed to the motors as the man at the controller or throttle elects. From the motors, the current seeks the rails of the roadbed proper and travels back to the power house, or rather to the sub-station from whence it came, and from the sub-station back to the power house. Such traveling, however, is instantaneous. As far as we can comprehend it, the element of time does not enter into the travel of electrical energy.

The two cuts accompanying this article are intended to show the general arrangement of feed wires, trolley wires and apparatus that go to make up the different methods of transmitting power to street car motors. The direction of the current is also shown, having assumed that the trolley wire in each case was positive, meaning that the current flowed out from the power house over the trolley and back through the rails. As to the details of the alternating current system of distribution, and how the current gets from one section to another, that will appear at greater length in the article which is to follow.

The Brick Arch.

J. W. READING.

There has been considerable controversy in the past over the value of the

brick arch in the locomotive fire-box. Considerable discussion was given to the matter in the Traveling Engineers' 1908 Convention, and the conclusion to be deducted from their arguments for and against did not leave a very large margin in favor of the arch. One member produced figures which showed quite a saving in the amount of coal consumed, but showed that engines with arch could not be gotten ready for service so quickly; that a delay of three to four hours was about the average, and this loss of time figured against the coal saving was somewhat problematical. It was claimed that without the arch fires could be cleaned more handily, flues the same, and saving in time as mentioned above when fire had to be dumped for fire-box repairs, bricks falling down on the road, flues honeycombing and stopping up immediately above the arch, arch pipes leaking, bad work with green firemen, etc.

A representative from the Santa Fe said, "*We think we save one ton in seven in the use of the arch,*" and gave the price of putting in a new arch at anywhere from \$5.30 to \$7.50.

A representative of the N. & W. said his company had entirely given up the use of the arch and claimed that on a test they made a saving of 12 pounds per mile without it. These statements are something of the nature of the game called "tug of war."

My object in writing this article is principally to give an opinion of the arch as I have found it, and incidentally to get the views of my Brother engineers on the value of the same as viewed from their experience.

I do not think but what we have lots of thinking, observing, skilled locomotive men in our ranks who have had lots of experience with and without the arch, and who are able to say something for or against its use through the columns of our JOURNAL.

My experience with the brick arch was confined almost entirely to the long fire box with arch supported by arch pipes. Before I had used the brick arch one year I figured out to my satisfaction that

the economical side of the question was a delusion. After overhauling of engine when arch and pipes were in good condition, I might get along fairly well for a dozen trips, providing I had a good fireman, one who could get the coal properly spread over the grates under the arch, instead of spreading the coal over the arch which was above the place designed for the coal to lay. The weight of the brick on arch pipes, together with the natural contraction and expansion, caused them to leak where they entered flue sheet, and when this leak started, trouble commenced; clinkers, ashes and coal would soon begin piling up on drop grate and cut out that part of the heat that was supposed to pass up between arch and sheet. I found much more inconvenience in remaining in cab when engine was not working, unless draft was forced by blower, owing to the smoke and gases trying to get out of wrong end. On an average of once in about every five weeks from one cause or another arch would part company with bars, and partially or completely mix up with the coal, to the detriment of the steaming qualities of the latter, and the natural result was that a stop for the separation of the ingredients was invariably the result.

After being convinced to my own satisfaction that the arch was far from being what was claimed for it, I asked those in authority on several occasions, when the thing was down, if they would not leave it out. I tried to assure them that I could make just as good a showing on amount of coal used and save the expense of cleaning flues, calking flues and arch pipes, and replacing arches, but met with no success. One night while engine and train were drifting down a light grade and we were approaching a slight rise in track where steam must be worked for a short distance, I hooked up reverse lever and started to open throttle when something happened. The fireman, as usual at the place named, had opened the door to look at his fire and on this occasion had put in a couple of shovels of coal and had the fire door partly closed when this something occurred. This

something was one of the arch pipes breaking off between sheets and blowing out of flue sheet. For about thirty seconds following this mishap the fireman and I had a hot old time—the hottest in our experience. The fire box landed back in the coal pit; my side window was shut while door from my side to gangway was open. I tried to get out of front door on to running board, and as usual on such occasions the door “bucked,” and I thought I was in Hades sure for the next few seconds. It seemed as if all the coal, fire, soot, ashes and brick that was in the fire box, together with all the water in the boiler, landed out in the tank and gangway and inside the cab inside of ten seconds. My clothing took fire in a number of places, while some of the *hot-footed* stuff landed next my spinal column inside my undershirt. Well, it is sufficient to say that I expected to be cremated before that window yielded to my efforts.

The fireman fared considerably worse on account of the hot water striking him, and had the accident occurred while he was looking at the fire, I don't think he would be with me now to laugh over the funny side of the affair.

As mentioned before, we were drifting down a light grade and nearing a passing track and as soon as I got enough of the debris out of my eyes so I could see, and found that fireman was not in a very serious condition, I noted that I had the maximum amount of air pressure in both main reservoir and train line, the train being only partly air braked. I instructed the head brakeman to get out on pilot and that I would try to slow down enough to admit of his running ahead and getting switch over so we could drift on to passing track. I managed by one application to reduce speed enough for switch to be opened. Seeing empty flats on siding ahead of us, I yelled for him to release their brakes and then help hold train when we got into clear. With what air I had left and the brakeman's assistance on cars ahead of me, we made as nice a stop as could be asked for. The conductor's “glim” soon appeared coming down the line, and as he approached

the engine greeted us by wanting to know what in h—— we were doing there.

I forgot to mention that our head brakeman suffered somewhat from the ruthless manner in which fire and water invaded his locality. His return from dreamland and his departure via the front door occupied less than drei augenblicke of time.

Having gotten in out of the way, we had all the time necessary to take an inventory of our hides and other effects, and cogitate as to the best methods of remedying various defects, and there and then resolved that the brick arch with its adjuncts, the arch pipes, was a snare and a delusion and that on our arrival at the home terminal we (the fireman and I) would at once hie away to the sanctum sanctorum of the "High Mucky Muck" and in the presence of his august majesty take another inventory of our hides and effects. It worked, and proved the beginning of the end of the arch in the long fire box on our line.

In looking up the performance for coal before and after, the showing was in favor of no arch, and what about the saving in time, material and labor? I will leave that for the Brothers to figure out.

I hope to read of the experience of various Brothers who have made a study of the good and bad effects of the brick arch.

The Choke in Locomotive Smokestacks.

BELLEVUE, O., July 18, 1905.

EDITOR JOURNAL: The so-called choke in locomotive smokestacks is evidently an application of the principle of the gun barrel. If that feature, which seems so general, increases the efficiency of the straight stack there is no evidence to prove it, either of a theoretical or practical nature, in so far as its influence on the draft is concerned, and if it fails in this respect it fails absolutely as an improvement over the straight stack. The function of the gun barrel is in no way similar to that of the smokestack, a fact which proves the error of applying the same principle to both. In the former the choke seems to concentrate the explosive force of the powder and the discharge of shot at a central point in the gun barrel, and the

taper of the barrel from the choke to forward end is calculated to be such as will cause charge to spread to an extent consistent with its force or killing power. In other words, the gun barrel is used as a means to convey the discharge in the direction desired to operate upon an object before it, and the force employed originates within itself; the smokestack is used to convey a force with no especial regard as to distance or direction, serving rather as a combining tube to promote draft to operate on an object behind it, and the force employed does not originate within it.

The only choke needed in the locomotive is the nozzle, which serves to concentrate the force of exhaust steam in a manner to be utilized together with the stack as a means for producing draft, and when the stack is of uniform diameter, proper proportion and set centrally above the nozzle, this combination represents the most efficient means for creating draft. Should the stack not be centrally placed above the nozzle, or the nozzle not in line with the stack, the force of exhaust would be in a measure spent by coming in contact with either side of stack in its passage through, and its efficiency, as a result, impaired. Irregularities of this kind will occur frequently enough under any conditions, but when there is a choke in smokestack the chances for such mistakes are multiplied, for the exhaust steam is bound to strike either side of the restricted part of stack, unless the alignment of the different parts is absolutely perfect.

It is a question in the writer's mind if there is any desire on the part of those who favor the choke, to have the exhaust steam pass freely through the stack, and this evidently is due to an uncertain impression of the operation of the exhaust steam while passing through it. Each exhaust from an engine starting a train acts in stack, on the principle of a piston, expelling the air within it. Under this condition the stack serves as a cylinder for this elastic piston of steam (the exhaust) to pass through. Now, it is well known that when a cylinder has varying diameters, it needs boring out, and the same may be as truly said of the stack, for even

if the steam piston is of an elastic nature, it seems reasonable to suppose that its efficiency for expelling air would be greatest in a stack of uniform diameter.

After an engine gets under headway and the exhausts follow each other in rapid succession, the stack serves rather as a combining tube through which the steam and waste gases pass in steady stream. In this case the exhaust does not, or should not, come in contact with the sides of stack, as in the former case, when it had a piston action, but should pass out in a central column, surrounded by the waste gases from fire. Now, in this case, if the choke is the correct diameter, that of other parts must be too great, and vice versa. The proper proportion would be that through which a most perfect balance between volume and velocity of circulation could be obtained. If diameter is too great, circulation is sluggish and incomplete; if diameter is not sufficient, we have velocity of circulation at the expense of volume. When the design provides a uniform diameter a nearer approach to perfection may be obtained, but if there be varying diameters in one stack they must all be wrong, excepting, perhaps, one.

It makes no difference whether the stack be placed almost wholly within the front end, as is necessary on some types of engines, its design and capacity have a more important bearing on the efficiency of the boiler as well as the development of power of the engine, than is usually conceded, and were it not for the fact that faults in design of smokestack may be counterbalanced by contraction of nozzle, the single taper, the double taper, the choke and other freaks in stack design that are so much in evidence today would never have passed the experimental stage.

T. P. WHELAN.

Whistle Valve and Answer to Brother Lenson.

MART, McLENNAN Co., TEX., July 4, 1905.

EDITOR JOURNAL: I have read the JOURNAL some lately, and I find much valuable information in "Questions and Answers," yet many points seem diversely understood among the boys, and some

think this diversity of opinion, thus laid before the reader, a virtue. Inasmuch as he has good teaching and poor teaching before him, to choose from, yet I would compare this idea favorably with that of "Feeding the horse on sawdust and bran." The greater per cent of bran you give the better the horse will thrive.

There are many points in philosophy which we can reason out positively, yet we can none of us aspire to perfection generally. This has never been reached, and we can only submit our ideas for consideration. But we can, at least, "Think twice and write once." Trying not to get too far off with our information, we should only deal with facts and good reasoning in planting this thought in the young minds. Some may be willing to accept anything you hand them, without analyzing and examining for themselves. So it follows that we should be careful what kind of ideas we impart through the columns of the JOURNAL. Those of us who diverge most from a line of right are apt to land oftenest on the minds of the aforesaid thoughtless element.

I notice in July, in reply to question of signal whistle making "Double response to each pull of cord" we are advised that it is caused by the reducing valve being held open by foreign matter allowing the signal line to attain main reservoir pressure, which, in my opinion, is erroneous, and some young readers may fail to report the right cause in this particular trouble. The sign we get when the "reducing valve is held open by dirt" is a blast of the whistle when we draw off the main reservoir pressure to recharge train line, thus giving egress to air in whistle line in direction of main reservoir. We are told that "Double response" is because reducing valve will not open and cause signal valve to remain seated, yet we are also told earlier in the article, that this reducing valve is stuck open by the presence of foreign matter under seat, and the latter is probably true, presuming valve adjusted properly, as we are troubled with high pressure in signal line. We are told that, with this reducing valve open and consequent high

pressure, the fluctuation in pipe causes it; now if this pipe were not open at reducing valve it would have some such tendency, but the signal valve is so arranged that the pressure must first be removed from above the diaphragm, so there is then more pressure below than above it; it then rises, raising valve, which allows air pressure to pass from below it, also to whistle along the flattened sides of signal valve stem. Now, when this valve is seated by pressure on top of diaphragm, this stem below is dropped down in bushing to a point where stem is almost as large as bushing, so it is seen that pressure must return to lower side of diaphragm very slowly, and diaphragm will not be affected by any light movement or reduction above it till pressure has been restored to lower side. But we have a trouble sometimes when reducing valve is in normal condition, which caused this succession of blasts, to wit: This valve stem is sometimes so small that it allows air to pass to lower side of diaphragm too rapidly when valve is seated, and as pressure balances alternately above and below diaphragm it raises and lowers valve to whistle; in other words this stem should fit so close when valve is seated that it will not permit pressure to return to space below diaphragm so fast that pressure on top of diaphragm will not hold valve to its seat after whistle has been used.

Replying to James Lenahan, Div. 32. While crew on No. 6 might have done well to make I one hour and forty minutes late, and even if they were to be hung for making such speed as to enable them to leave I five or ten minutes earlier, it would not justify crew on No. 15 in running on a first class train's time. They should not have gone by any means. Train orders mean all they say to you, let the other fellows do right or wrong.

A. E. A., Div. 620.

Air Pump Troubles.

TRENTON, N. J., Aug. 10, 1905.

EDITOR JOURNAL: In answer to Brother Thalmueller's question in the August number of our JOURNAL, I would take

down all side rods on good side because there are no side rods on the other side to help the crank past dead centers, or in starting they are just as liable to go in one direction as the other.

I would like to ask the following questions: First—If the pin that connects the graduating valve to the triple piston stem is broken, what effect will it have? Second—Why is it detrimental to a pump to give it oil through the air inlet? Third—If a $9\frac{1}{2}$ -inch pump stops how can you test, if the governor is the cause of the trouble?

These questions apply to the Westinghouse equipment. Yours fraternally,

BENJ. R. DIXON, Div. 373.

Unequal Wear of Guides.

HELENA, MONT., July 18, 1905.

EDITOR JOURNAL: Some time ago I saw the question asked in these columns why the guides on an engine wore faster on the inside than on the outside. I will say that this unequal wear is caused by the dust which is raised by the pilot in passing over the roadbed. The dust rises and passes out the sides of the engine from the inside, and the inside of the guides naturally gets more than the outside, of the dust that passes through them. To prove this you will notice that the guides on an engine with the front pair of drivers set up close to cylinder saddle and directly behind the guides wear almost even, as the drivers protect them from the dust.

Fraternally yours,

H. E. S.

Better Safety Switch Appliances.

HATTIESBURG, MISS., July 10, 1905.

EDITOR JOURNAL: I have read in the New Orleans *Times-Democrat* of June 23, of the appalling wreck on the Lake Shore Road at Mentor, O., on the Twentieth Century Limited, by a misplaced switch, which the officers say was in perfect condition. No doubt this is true. This fills my mind with horror, as it must all engineers and the traveling public as well, and the question would naturally be asked, "Who is responsible for the great loss of life and property?"

In this connection I wish to express my opinion, where railroad companies are responsible for not having enough of safety appliances to protect life and property as well in this fast age of railway movement of trains where competition on trunk lines is so strong, and the majority of roads are using single tracks.

As an engineer while employed on the Chicago & Alton, I drew up a blue print and wrote up a system which would have made it impossible to have any such wrecks at switches or meeting points, and sent it to the president of the road, Mr. C. H. Chapple, now dead. His reply was, no doubt the plan would do all it was claimed for, but the cost was too great to make use of it until competition of other roads would make it necessary to bring it into practical use. The plan I speak of is this, to have every switch on the line of road connected up by rods to the bottom of switch target, so that they could in no way be disconnected and boled up to keep snow and ice from them; and those rods running one foot from every station, connected to a semaphore which would show red or white by day or night, and if switch was left wrong by any persons the engineers, seeing them, would have ample time to bring their trains to a stop, with good air equipment which is being used by many roads of today. With this connection of semaphores, have a watchman on day and night whose business it would be to see that the switches were in the right position and see that the lamps were lighted and perform any other duties that the superintendent might require of them; these men to always stand in line of promotion to any position on the road. In this way, the company would always have experienced men to draw from.

I have read later in the Chicago dispatches to the *Times-Democrat* of June 29, that as a result of the wreck at Mentor it put nearly \$1,000,000 in circulation through the insurance companies and the railroad company for the death of nineteen persons, as if to say money would compensate for human life. One million dollars would not replace the engineer to his family and friends, and the company who

trusted him with such a valuable train, and I would say as much for the other eighteen.

This is not written with any view to criticise, but to set men thinking and bring about a better condition of safety appliances on all roads. Much more might be said on this subject.

Hoping this will not find the wastebasket I will close.

J. O. DETWEILER.

How to Release Brake.

SOUTH CONNELLSVILLE, PA., AUG. 6, 1905.

EDITOR JOURNAL: In answer to Bro. R. W. Kelly's question on page 617, July JOURNAL, turn cut-out in crossover pipe, remove plug 26 in bottom of triple, take a rod of iron and unseat check valve 15; this will allow brake cylinder pressure to escape, giving a prompt release of brake.

W. F. HETRICK, Div. 50.

Educational Kindergarten, Etc.

NEVADA, MO., JUNE 1, 1905.

EDITOR JOURNAL: Admitting there is interest and information in our technical columns, I for one (and of the majority I believe) do not approve of this system of kindergarten gratuity. Especially am I averse to conducting an educational bureau gratis for the interest (?) of railway or other corporations. They give us not anything. We purchase our salary with hard toil and our contracts with great expense to our members, when knowledge of the many evils imposed upon us incurring time and expense of the G. C. of A. to rectify or eliminate these same injustices which should never have existed; then why should we coach the world in the lines of our profession?

It has been often said that locomotive engineers on an average cost railway companies \$10,000 each for their education. If such is true (it is not far amiss) then why do engineers not receive better attention from the companies which could do well by retaining efficient experienced men, and cease the weeding out system, supplanting prime and up-to-date men with novices?

Brother Kelly of June number, page 529, is a man of heart and so much for a JOURNAL Directory not up-to-date: I do not know where Division 662 is located. In reading the current JOURNAL one must always have a back number of several months for reference when reading an article, obituaries, transfers, withdrawals or reinstatements. Not agreeing with my friend and Bro. Henry Hide of Div. 184, I will always feel a mistake was made when the Directory was abolished and twenty odd pages of advertising substituted. Advertising injures most all periodicals and newspapers of this age, as the people get disgusted and cut off subscription.

I was prompted to write a few lines after reading the May number which, in my opinion, is *very good*. The train orders of Brother Lenahan, Evans and Krause attracted my attention and notwithstanding my convictions heretofore announced, I will answer them and in return give them a couple.

Being a veteran of the war alluded to by Brother Kelly and indorsing his tone of letter as I do, I will say a few words along that line. I served two "cheap Johns" who were drawing a Division master mechanic's salary, but as to services rendered I would not make an estimate. One was a graduate of Purdue University, the other a vaudeville performer, when not engaged at a drill press. When installed at his desk the artist assembled the men in passenger service and said, "I wish to request of you engineers that when pulling your trains from a station that the reverse lever be set at full stroke until the mile board has been reached." Turning to the firemen, he remarked, "Now, you have heard my instructions to your engineers. Let yourselves be accordingly governed and have your fire in proper condition for such service with either a *light* or *full* throttle."

This identical individual once told me that were he superintendent of motive power he would remove all sand boxes from locomotives. I inquired, "In lieu thereof what would you recommend? Light trains or cog-wheels?"

"Neither," he replied. "I would engage only engineers who could give the engine sufficient steam to pull her train and not slip the drivers." What I told him was entirely sufficient.

Not long after, however, I had the misfortune to throw a spring saddle on a two by three engine which fouled between top of driving box and frame and do what I would I could not release it. I put F. driver on tilton frog, also tried B. driver, but to no avail. Taking the sand lever, which was a small gas pipe, I put the "Keeley cure" on the box and for 60 miles ran in cold, but in making a water tank the water got low and would run on the box, the last ten miles resulting in getting the Babbitt. Arriving at terminal, I brought the Nobbs in question to the pit track to explain why the engine was the roughest rider in the state, also to explain why the saddle had been displaced and to show the utter impossibility of freezing it. The engine was hung so high that her top frame rail carried the spring saddles and the pedestals carried the boxes on rough track. I requested that her hangers be lengthened to admit of lowering frame two and one-half inches. He said, "No, that must not be done, as the cellars are now only $\frac{1}{8}$ of an inch from her pedestal braces." I replied, "Christopher Columbus on Cape Cod! You don't know your business." So here is where two years on the roughest riding compounds that were ever cast came to a speedy termination.

On another occasion I had to give up a train due to a series of ailments, principally six hot driving boxes and an engine which rode so rough as to shake her fire all through the grates. In making out engine failure report I said upon it, "This engine is fit for nothing but failures and to get somebody into trouble." This was a different M. M., but discharge was instantaneous; yet, while I was asleep, mutual friends interceded and I got sixty little Browns all in one installment.

I could easily fill the columns of this JOURNAL with like experiences of myself and personally acquainted Brothers. It is for such treatment and from such

fixtures as I have described, who fire good men, cause trouble for the members individually and collectively, that we should close the columns of our JOURNAL against direct competition with the Scranton School and other grafts that we know of. Give us back the days of Sweet and Hackney, the latter who I believe turned out more genuine mechanics and saved his company more money than any man of his day or since; but in this day and age there are many places in this great United States where some two by four master mechanic will force an engineer out on a back-shop delegate, when perhaps if his heart could be read as is our JOURNAL, it would say, "May he melt the roof from her, have a collision, find a wash-out or burnt bridge." Then what report goes to his superiors and the stockholders? "That was pure carelessness on the part of the engineer and he has been discharged. That engine has just had temporary repairs to the extent of \$1,500 or \$3,000," as the case may be, such circumstances adding materially to the "shop record" of said official, accounting for material and work that was never done with any heavier tool than Faber No. 2.

Now, I do not mean to throw bricks or bouquets, so will shift gently to position 4 and return to 3 on this subject.

Now, Brother Lenahan answers correctly, but had the words, "supplement to current time table," been embodied in the order, then Brother L. would have to apply the 12-hour rule.

Of Brother Evans I would ask what clearance extras give first-class trains on his road? That will be the time first-class trains must clear extra 90.

Of Brother Krause I will ask on what authority would he leave C? He certainly *must not* usurp the authority of a dispatcher and orders mean just what they say, nothing more and nothing less.

I wish to put a problem. Question No. 1: "Engine 100 will work extra between A and L 7 A. M. until 7 P. M., protecting against regular trains."

At 3 P. M. it is necessary to obtain a running order to R and return in order to

get coal and water; arriving back at working limits at 4 P. M., would you demand another work order to finish out the day?

Question No. 2: Here is an order I once knew of between second-class trains, which resulted in hiring another dispatcher. I will substitute first-class trains, even numbers running east, and east-bound the ruling direction as per trains of the same class. A is western and Z the eastern terminal. Order No. 75: "No. 2 engine 100 will wait at H until 1:30 A. M. for first No. 1 engine 200."

Order No. 81. "No. W engine 100 and second No. 1 engine 300 will meet at H."

This later order was delivered to No. 2 at E and to second No. 1 at O. No. 2 arrives on time 1:20 A. M. at H, and second No. 1 arrives at J at the same time or later and finds first No. 1 in siding unable to make H on the time order of 1:30 against No. 2.

With no telegraph offices at H, I, or J, the road is not tied up, but which train has the right to go?

Hoping to hear more from Brother Kelly in the next issue, also to see less kindergarten work and more expressions of actual necessities and achievements, with best wishes to the fraternity and a postscript for everybody, will say good-by.

Fraternally yours,

IRA D. MAYHALL, Div. 359.

[It is a good thing to stop talking where one stops knowing. None of the space vacated by Division Addresses has been taken by advertising. On the contrary, it has resulted in 23 pages more of reading space, and this issue has 100 pages of reading matter, while our contract with our printers previously called for 70 pages. I will leave the Brothers to judge whether the 20 pages of technical matter is out of harmony with their wishes, and is a kindergarten in the interest of railroads and other corporations.—EDITOR.]

Turned Bushing, Etc.

PORTSMOUTH, O., Aug. 10, 1905.

EDITOR JOURNAL: Please allow me space to answer Brother C. B. of Div. 129. He

has a right to return to D regardless of all extra trains keeping clear of all regular trains. A dispatcher cannot give two extra a run over the same track without some meeting point and, as Brother C. B. has the run the dispatcher cannot start another extra without first getting him at L.

In reply to Bro. J. V. Blasdel, of Div. 504, No. 433 cannot leave K without getting the meet changed or the arrival of second No. 434, the order annulling engine 601 as second No. 434 does not annul the train, any other engine could be run on the train on the same date. It is not really necessary to add the engine number to an order to a regular train, the train number is all that is required. When you get the annulment of a train on a certain date there is no engine number on it, so why is it necessary when the train runs and you get a meet with it?

Bro. P. M. Ford is off on his answer to Brother Keating's question. Brother Keating plainly stated that there was nothing wrong with the valve gear or machinery of the engine. I think Brother Keating should come out in the next issue and explain the turned bushing to the boys.

In reply to Bro. F. Thalmueller, of Div. 343. The reasons that when taking down one side rod on one side its mate must also come down is: When an engine is run with only one side rod up, the main driver has to drag the second driver with it by one side only; the second pair drivers therefore lags behind the main driver and as a result the latter passes the center slightly in advance of the former, which throws a heavy strain on the side rod and its pin, and both are very apt to be bent or broken. Take no chances; take both sides down and be sure.

Question I would like to ask through the JOURNAL: What is wrong with the air signal whistle when the cord in the coach is pulled to blow one long blast and the whistle blows a number of short blasts instead of one long blast? And again on the other hand, the cord is pulled in the coach to blow a number of short blasts,

and one long blast is sounded instead of the number of short blasts?

Yours fraternally,

E. A. LINDSEY, 584.

New Time Table—Train Rights.

AURORA, ILL., Aug 6, 1905.

EDITOR JOURNAL: Referring to Brother Murphy's reply in regard to the Brother Krause order, will say, I presume that each and every one of us would balk before passing a positive meeting point, but I think we would be justified and commended, rather than censured, for not delaying a passenger train twenty or thirty minutes unnecessarily. Rule 201, Standard Code, reads: Orders must contain neither information nor instructions not essential to such movements.

It can be seen from this rule that such an order would not be issued. Time and space are too valuable to take with nonsensical questions, so we will drop this one and discuss sensible questions.

In taking up Brother Murphy's question relative to the new time table taking effect at 12:01 A. M. on certain date, I wish to call attention to Rule No. 4, Standard Code, and with this fully understood I think we will come to a common understanding in the matter.

Rule No. 4.—Each time table from the moment it takes effect supersedes the preceding time table. A train of the preceding time table shall retain its train orders and take the schedule of the train of the same number on the new time table.

To explain my view clearly we will suppose that on a certain road known as the D. E. & F., operated under Standard Rules, a new time table takes effect at 12 o'clock noon, Aug. 6, 1905. We will suppose that on a certain road known as the E. F. & G., operated under Standard Rules, a new time table takes effect at 12:01 A. M., August 6, 1905. On the D. E. & F. No. 1, a first-class train, is due to leave A, its eastern terminal, at 11:20 A. M., old time table, B 11:35, C 11:50, D 12:05 P. M. On new time table it is due to leave A at 11:35 A. M., B 11:50, C 12:05 P. M., D at 12:20. This No. 1 and No 1.

on the E. F. & G. are daily trains. No. 1 on the D. E. & F., although due to leave C at 11:50 A. M. August 6, must not arrive at D before 12:15 P. M. On the E. F. & G. (Brother Murphy's road) No. 1 is due to leave A at 11:50 P. M., B at 12:05 A. M., old time table. On new time table it is due to leave A at 12:10 A. M., B 12:25 A. M. No. 1 on the E. F. & G., although due to leave A at 11:50 P. M. August 5, must not arrive at B before 12:20 A. M., August 6.

It will be readily seen that No. 1 in either case can leave the respective stations at 11:50 old time table or wait there for the new time table to take effect, when the time would be exceedingly long to the next station.

It will be observed by the rule that the date of the train is fixed by the time table, and when this time table is superseded, the authority for the date of the train is also superseded, so there is nothing to prevent the train of the old time table from taking the schedule of the same number on the new time table.

Now, Brother Murphy, if you were on an extra leaving M at 1 A. M., August 6, the first act you should perform on arrival at your engine would be to throw the old time table in the firebox, forget all about its schedule, and be governed solely by the new schedule. This will avoid confusion. You will not happen to meet No. 1 at B at 12:05 A. M., August 6, because the following rule will not permit it:

Rule 92.—A first-class train must not arrive at a station where only the leaving time is shown more than five minutes in advance of its schedule leaving time.

You would not find a second No. 1 only in the regular way.

In reply to Brother Blasdel will say, annulling engine 601 as second 434, annulled that section of the train L to A, and gave 433 right to proceed. Second No. 434 of the same date could be run with engine 602, but the annulling order would read thus: "Engine 601 is annulled as second No. 434 from L. Engine 602 will run as second No. 434 L to A." You will observe that this order would not give No. 433 the right to proceed

from K without meeting second No. 434.

C. B., Div. 129, you have a right to return from any point between D and L on the order, keeping out of the way of regular trains. The dispatcher would not allow another extra between the points named in the order in either direction, until sending an intercepting order to you.

Referring to replies given in the August number to my question in the July number of the JOURNAL, I notice B., of Rochester, N. Y., has a doubt in regard to No. 6 arriving at I ahead of one hour and forty minutes, and keep within its rights. This is exactly the point that causes confusion. We find that the rule governing this order says that the order makes the schedule time of the train named, at and between the points mentioned, as much later as stated in the order. In my opinion, this gives but little ground for a misunderstanding. The order, in fact, gives the train an arriving and a leaving time. The leaving time is earlier than the arriving time, and there is no disputing the fact that a train has a right to leave a station on its schedule leaving time. The serious mistake made by No. 15 was in using the first movement in the order to make I. They were not entitled to that part of the order until arrival at I.

Fraternally yours,
JAMES LENAHAN, Div. 32.

Train Order Rights.

BLUEFIELD, W. VA., Aug. 7, 1905.

EDITOR JOURNAL: Please allow me space in which to give my opinion as to what is right in regard to some questions asked by some of the Brothers.

In reply to Bro. J. V. Blasdel, Div. 504, No. 433 has a right to proceed only to her meeting point, for second section of train 434. Order No. 2 only annuls the engine number and does not annul the second section of train 434, and any other engine may be run as second 434 on the same date.

Bro. E. M. Murphy, if you leave Z at 1 o'clock A. M. on the 5th on an extra, you only have No. 1 of the new time table to

look out for, as No. 1 of the old time table had been dead 59 minutes when you left Z, and it would be impossible to meet No. 1 of the old time table at 12:05 A. M. on the 5th, because at 12:01 A. M. on the 5th No. 1 of the old time table lost all rights and class and could proceed only by train order. So in each case you would have to look out only for No. 1 of the new time table, according to Standard Rules.

Bro. C. B., Div. 129, a train order once in effect is good until fulfilled, superseded, or annulled; so under these rules you would have the right to return to D on your order if you wished, keeping out of the way of all superior class trains.

Train orders issued to regular trains are void after the train becomes 12 hours late.

Yours fraternally,
B. S. LIGHT, Div. 448.

Train Rights—Answers to Bro. Blasdel.

VIADUCT, PA., Aug. 7, 1905.

EDITOR JOURNAL: In reply to Bro. J. V. Blasdel, would say the rule for annulling sections is as follows: Engine 601 is annulled as second No. 434 from L. If there are other sections following, add "Following sections will change numbers accordingly." As your order said nothing about following sections, No. 433 would proceed on its own time and rights.

In answer to Bro. E. M. Murphy: No. 1 has no right to arrive at B at 12:05 A. M. of the 5th, as they are not due to leave A until 12:10 A. M. on the new time table which took effect at 12:01 A. M. If they could not arrive at B before 12:01 A. M. they should stay at A until leaving time on new time table.

If No. 1 should arrive at B at 12:01 A. M. of the fifth, they would have to stay there until leaving time of No. 1 at that point on new time table, and an extra meeting them there would have no right to meet another train of the same number.

Answering Brother C. B., of Div. 129, would say, an engine receiving an order to run extra from D to L and return is not required by rule to protect against opposing extras unless directed by order

to do so, but must keep clear of all regular trains as required by rule.

There is no necessity of giving this order in case there is an open telegraph office at both points and this order is not usually given where there are other trains running. Under the circumstances, I think you would have a right to come back in case of a breakdown.

Fraternally yours,
L. N. SAWYER, Div. 424.

Pay for all Time on Duty.

YOUNGSTOWN, O., Aug. 1, 1905.

EDITOR JOURNAL: In reading our August JOURNAL I was more than pleased with Brother Kline's article, and I agree with the Brother in all that he has said. His statement in regard to what one engineer has worked in one month, has brought to my mind one injustice that the Brother has overlooked and one that I think that we are very lame on. I refer to the one hour and in most cases two, that is put in before starting on trip and the one hour after each trip. I cannot think of any reason why engineers are not paid for this time. Is it because there isn't any work to do in the two or three hours? I guess any Brother will agree that the hour or two that he puts in getting the engine ready is the hardest one on his trip—filling grease cups, hunting supply boy, and dodging yard engines, and trying to get your hands clean enough to handle the orders without spoiling them so no one could read them.

Is running an engine a trade? If so, is there any other trade that you can think of that the men come around from one to two hours before the pay starts to get ready to work? I would like to see engineers' pay start from the time they report at roundhouse and stop when they have finished making out their work report.

I would like to have Brothers' views on this subject. Keep after them, Brother Kline, you are on the right track.

Fraternally,
YOUNGSTER, Div. 452.

Railroad News Gleanings

Interstate Commerce Commission.

Abstract of Statistics of Railways in the United States for the Year Ending June 30, 1904.

WASHINGTON, Aug. 14, 1905.

From summaries which will be included in the Seventeenth Annual Statistical Report of the Interstate Commerce Commission, prepared by its statistician as the complete report for the year ending June 30, 1904, the figures in this abstract are obtained.

This report is, in general, similar to preceding reports in the series, and will constitute a volume of about 700 pages. The several tables containing details of mileage, capitalization, earnings, expenses, etc., by roads, form the bulk of the report, though the text contains many summaries of railway statistics.

MILEAGE AND CAPITALIZATION OF ROADS.

The total single-track railway mileage in the United States on June 30, 1904, was 213,904.34 miles, having increased 5,927.12 miles in the year ending on that date. This increase exceeds that of any previous year since 1890. The aggregate length of railway mileage, including tracks of all kinds, was 297,073.34 miles, being classified as follows: Single track, 212,243.20 miles; second track, 15,824.04 miles; third track, 1,467.14 miles; fourth track, 1,046.50 miles, and yard track and sidings, 66,492.46 miles. Thus it appears that there was an increase of 13,251.82 miles in the aggregate length of all tracks, of which 4,932.40 miles, or 37.22 per cent, were due to the extension of yard track and sidings.

The number of railway corporations included in the report was 2,104. Of this number 1,086 maintained operating accounts, 848 being classed as independent operating roads and 238 as subsidiary roads. Of roads operated under lease or some other form of contract 318 received a fixed money rental, 147 a contingent money rental, and 257 were operated under conditions not readily classified. In the course of the year railway companies owning 5,600.18 miles of line were reorganized, merged, consolidated, etc. For

the year 1903 the corresponding item was 10,486.37 miles.

The length of mileage operated by receivers on June 30, 1904, was 1,323.28 miles, showing an increase of 137.83 miles as compared with the previous year. The number of roads in the hands of receivers was 28, and at the close of the previous year 27, 6 roads having been taken from the hands of receivers and 7 having been placed in charge of the courts.

EQUIPMENT.

On June 30, 1904, there were in the service of the railways 46,743 locomotives, the increase being 2,872. As classified, these locomotives were: Passenger, 11,252; freight, 27,029; switching, 7,610. There were also 852 not assigned to any class. The average number of locomotives per 1,000 miles of line was 220, showing an increase of 6. The average number of cars per 1,000 miles of line was 8,474, showing a decrease of 66 as compared with the previous year. The number of passenger-miles per passenger locomotive was 1,948,884, showing a decrease of 30,402 miles. The number of ton-miles per freight locomotive was 6,456,846, showing a decrease of 351,096 as compared with June 30, 1903.

The aggregate number of locomotives and cars in the service of the railways was 1,845,304. Of this number 1,554,772 were fitted with train brakes, indicating an increase during the year of 92,513, and 1,823,030 were fitted with automatic couplers, indicating an increase of 52,472. Practically all locomotives and cars in passenger service had train brakes, and of the 11,252 locomotives in that service 11,113 were fitted with automatic couplers. Only 602 cars in passenger service were without automatic couplers. With respect to freight equipment it appears that most of the freight locomotives had train brakes and automatic couplers. Of 1,692,194 cars in freight service on June 30, 1904, 1,434,386 had train brakes, and 1,674,427 automatic couplers.

EMPLOYEES.

The number of persons on the pay rolls of the railways in the United States, as returned for June 30, 1904, was 1,296,121, or 611 per 100 miles of line. These figures,

when compared with corresponding ones for the year 1903, show a decrease of 16,416 in the number of employees, or 28 per 100 miles of line. The classification of employees includes enginemen, 52,451; firemen, 55,004; conductors, 39,645; and other trainmen, 106,734. There were 46,262 switch tenders, crossing tenders, and watchmen. With regard to the four general divisions of railway employment, it appears that general administration required the services of 48,746 employees; maintenance of way and structures, 415,721 employees; maintenance of equipment, 261,819 employees; and conducting transportation, 566,798 employees. This statement disregards a few employees of which no assignment was made. The amount of wages and salaries paid to employees during the year ending June 30, 1904, was \$617,598,810.

CAPITALIZATION OF RAILWAY PROPERTY.

The par value of the amount of railway capital outstanding on June 30, 1904, was \$13,213,124,679, which represents a capitalization of \$64,265 per mile for the railways in the United States.

PUBLIC SERVICE OF RAILWAYS.

The number of passengers reported as carried by the railways in the year ending June 30, 1904, was 715,419,682, indicating an increase of 20,528,147 as compared with the year ending June 30, 1903. The passenger mileage, or the number of passengers carried 1 mile, was 21,923,213,536, increase 1,007,449,655.

The number of tons of freight reported as carried (including freight received from connecting roads and other carriers) was 1,309,899,165, which exceeds the tonnage of the previous year by 5,504,842 tons. The ton-mileage or the number of tons carried 1 mile, was 174,522,089,577, the increase being 1,300,810,584. The number of tons carried 1 mile per mile of line was 829,476, which figures indicate a decrease in the density of freight traffic of 25,966 ton-miles per mile of line.

The average revenue per passenger per mile for the year mentioned was 2.006 cents, the average for the preceding year being the same. The average revenue per mile was 0.780 cent. This average

for the preceding year was 0.763 cent. Earnings per train mile show an increase for passenger but a decrease for freight.

EARNINGS AND EXPENSES.

The gross earnings of the railways in the United States from the operation of 212,243.20 miles of line were, for the year ending June 30, 1904, \$1,975,174,091, being \$74,327,184 greater than for the previous year. Their operating expenses were \$1,338,896,253, or \$81,357,401 more than in 1903. The following figures give gross earnings in detail, with the increase of the several items as compared with the previous year: Passenger revenue, \$444,326,991—increase, \$22,622,399; mail, \$44,499,732—increase, \$2,790,336; express, \$41,875,636—increase, \$3,543,672; other earnings from passenger service, \$10,914,746—increase, \$1,093,469; freight revenue, \$1,379,002,693—increase, \$40,982,667; other earnings from freight service, \$4,568,232—increase, \$101,257; other earnings from operation, including unclassified items, \$49,986,011—increase, \$3,193,384. Gross earnings from operation per mile of line averaged \$9,306, the corresponding average for the year 1903 being \$48 less.

The operating expenses were assigned to the four general divisions of such expenses, as follows: Maintenance of way and structures, \$261,280,454; maintenance of equipment, \$267,184,739; conducting transportation, \$753,238,681; general expenses, \$51,579,196; undistributed, \$613,183. Operating expenses were \$6,308 per mile.

RAILWAY ACCIDENTS.

The casualties returned by the carriers in their annual reports to the commission embrace casualties sustained by passengers, employees, trespassers, and other persons. These returns are not comparable with figures given in the quarterly accident bulletins that are based on monthly reports, which are mainly confined to casualties to passengers and to employees on duty on or about trains.

The total number of casualties to persons on the railways for the year ending June 30, 1904, was 94,201, of which 10,046 represented the number of persons killed and 84,155 the number

injured. Casualties occurred among three general classes of railway employees, as follows: Trainmen, 2,114 killed and 29,275 injured; switch tenders, crossing tenders, and switchmen, 229 killed, 2,070 injured; other employees, 1,289 killed, 35,722 injured. The casualties to employees coupling and uncoupling cars were: Employees killed, 307; injured, 4,019. The casualties connected with coupling and uncoupling cars are assigned as follows: Trainmen killed, 269; injured 3,506; switch tenders, crossing tenders, and watchmen killed, 23; injured, 420; other employees killed, 15; injured, 93.

The casualties due to falling from trains, locomotives, or cars in motion were: Trainmen killed, 457; injured, 4,757; switch tenders, crossing tenders, and watchmen killed, 25; injured, 301; other employees killed, 75; injured, 570. The casualties due to jumping on or off trains, locomotives, or cars in motion were: Trainmen killed, 116; injured, 3,926; switch tenders, crossing tenders, and watchmen killed, 14; injured, 278; other employees killed, 61; injured, 506. The casualties to the same three classes of employees in consequence of collisions and derailments were: Trainmen killed, 613; injured, 4,337; switch tenders, crossing tenders, and watchmen killed, 20; injured, 138; other employees killed, 90; injured, 854.

The number of passengers killed in the course of the year 1904 was 441, and the number injured 9,111. In the previous year 355 passengers were killed and 8,231 injured. There were 262 passengers killed and 4,978 injured because of collisions and derailments. The total number of persons, other than employees and passengers, killed, was 5,973; injured, 7,977. These figures include the casualties to persons classed as trespassing, of whom 5,105 were killed and 5,194 were injured. The total number of casualties to persons other than employees from being struck by trains, locomotives or cars, was 4,749 killed and 4,179 injured. The casualties of this class were as follows: At highway crossings, passengers killed, 4; injured, 10; other persons killed, 804; in-

jured, 1,453; at stations, passengers killed, 28; injured, 108; other persons killed, 458; injured, 525; at other points along track, passengers killed, 9; injured, 38; other persons killed, 3,446; injured, 2,045. The ratios of casualties indicate that 1 employee in every 357 was killed and 1 employee in every 19 was injured. With regard to trainmen—that is, enginemen, firemen, conductors, and other trainmen—it appears that 1 trainman was killed for every 120 employed and 1 was injured for every 9 employed.

In 1904, 1 passenger was killed for every 1,622,267 carried, and 1 injured for every 78,523 carried. For 1903 the figures show that 1,957,441 passengers were carried for 1 killed, and 84,424 passengers were carried for 1 injured. For 1895, 1 passenger was killed for every 2,984,832 carried and 1 injured for every 213,651 carried. With respect to the number of miles traveled the figures for 1904 show that 49,712,502 passenger-miles were accomplished for each passenger killed, and 2,406,236 passenger-miles for each passenger injured. For 1903 the figures were, 58,917,645 passenger-miles for each passenger killed, and 2,541,096 passenger miles for each passenger injured. The figures for 1895 show that 71,696,743 passenger-miles were accomplished for each passenger killed and 5,131,977 passenger-miles for each passenger injured.

GREATER PERCENTAGE OF AIR BRAKES COUPLED.

The Interstate Commerce Commission has issued an order calling upon all railroads engaged in interstate commerce to furnish the following information not later than October 1, 1905:

1. The number of freight cars in use.
2. The number of freight cars equipped with air brakes.
3. The average percentage of air brake cars used in freight trains, together with any instructions that have been issued respecting the use of air.

The Commission has asked for this information with a view of setting a date for a hearing on the question of increasing the minimum percentage of air brake cars to be used in freight trains. The

commission has become impressed with the danger attending the running of freight trains with an insufficient number of cars with air brakes coupled up and in use.

The original safety appliance act required that every train should have a "sufficient number of cars in it so equipped with power or train brakes that the engineer on the locomotive drawing such train can control its speed without requiring brakeman to use the common hand brake for that purpose." The word "sufficient," as used in this act, was so indefinite as to render the air brake provision of the law inefficient in its application, and for this reason the amended act of March 2, 1903, established a minimum of 50 per cent of the cars in each train which were required to have their brakes operated by the engineer of the locomotive drawing the train. The amended act also provides that, "to more fully carry into effect the objects of said act, the Interstate Commerce Commission may, from time to time, after full hearing, increase the minimum percentage of cars in any train required to be operated with power or train brakes which must have their brakes used and operated as aforesaid."

The evident purpose of the law is to ultimately require the use of air brakes on all cars of all freight trains, and the Commission is given power to bring this about as the state of equipment seems to permit. Recent accidents, involving loss of life and property, that have occurred by reason of the "buckling" of freight trains when emergency applications of air have been made on trains partially air braked, have demonstrated that such trains are really not under the control of the engineer of the locomotive drawing the train as required by law; and as the force of impact which causes this buckling is due to the presence of the unbraked cars on the rear portion of the train, it appears to the commission that the danger may be obviated by requiring a greater number of cars in trains to have their brakes operated by the engineer.

Therefore, the commission has issued the order calling upon the roads for the above information, and shortly after the first of October a date will be fixed for a hearing with a view to issuing an order increasing the minimum percentage of air brakes to be used on freight trains to as great an extent as conditions will permit.

A Record Run Over the A., T. & S. F. R. R.

The Scott special over the Atchison, Topeka & Santa Fe, in July, with a baggage car, dining car and Pullman, weighing 338 tons, was much talked about, and well it might be, for it was certainly a

wonderful performance, considering the grades and distance, and that it is a single track road.

The contract with Scott involved a payment of \$5,500 with a forfeit of \$500 if he was not landed in Chicago within 50 hours, one hour and forty-five minutes less time than the Lowe special which was thought at the time to be phenomenal, but this time was reduced more than six hours, the whole 2,265 miles being made in a little over 45 hours, with the astonishing average of 50 miles an hour for the whole distance, the speed ranging from 26 to 106 miles an hour. The train left Los Angeles at 1 P. M. and arrived at

	Miles	Pac. time.	Per hr.
San Bernardino.....	60.0	2:05 p. m.	55.4
Barstow	81.1	3:55 "	46.8
Needles.....	169.3	7:17 "	51.1
Seligman.....	149.9	10:49 "	42.3
		Moun. time.	
Winslow	143.0	3:38 a. m.	38.0
Gallup	128.0	6:18 "	48.9
Albuquerque.....	157.8	9:38 "	49.3
Las Vegas.....	132.6	12:42 p. m.	46.5
Raton.....	110.8	2:54 "	51.9
La Junta.....	104.5	5:13 "	47.5
Syracuse.....	100.8	6:51 "	65.0
Dodge City.....	101.6	8:28 "	67.0
		Cent. time.	
Newton	153.1	12:10 a. m.	64.2
Emporia	73.1	1:23 "	62.7
A. T. Jt. (Ks. City).....	123.4	3:39 "	54.4
Marceline.....	108.0	5:41 "	54.5
Shopton.....	112.8	7:52 "	55.0
Chillicothe.....	104.7	9:36 "	62.2
Chicago.....	134.3	11:54 "	55.1

The run from Los Angeles to Albuquerque, 888.1 miles, was made in 19 hours and 32 minutes. Average, 45.47 miles per hour; deducting dead time the speed average was 46.2 per hour. From Albuquerque to Chicago, 1,369.7, was made in 25 hours and 16 minutes. Average, 53.8 miles per hour; deducting dead time, the running time was 57.6 per hour. With grades in the mountain districts as high as 3'.37, taking a train over 2,265 miles of single track road, traversing the states of California, Arizona, New Mexico, Colorado, Kansas, Missouri and Illinois, in 44 hours and 48 minutes is certainly a wonderful performance, and is a great credit to the mountain engineers (including helpers) who handled the train.

General Passenger Agent J. J. Byrne is reported as saying that the Scott special will likely stand as the top notch in fast railroading until there is a shorter road between Los Angeles and Chicago, and said incidentally: It is the character and ability of the men which a road has at its disposal that gives it a record for speed. The officials all seem pleased with the success of the run, and that it was done without a single mishap, which indicates that the Santa Fe equipment and track are in excellent condition.

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SEPTEMBER, 1905.

Proper Names.

We desire to call the attention of all those whose duty it is to correspond with the Grand Officers relative to the personnel of our membership. Everyone will realize the necessity of accuracy in names of persons, and while we are pretty good at reading almost any kind of writing, we receive some letter containing names at which we can only guess, or be to the trouble of writing, requesting each letter to be made plain and distinct. This, of course, requires an answer, two letters which would not need to be written if the writer will take pains and make each letter plainly in the whole name. Try and help us out, Brothers, by being very particular in making each letter in each proper name. It will save a lot of needless study trying to figure them out, with possibly a mistake at the end, unless the two letters are written, one to ask what it is, the other to explain, both of which may be obviated with a little care.

Associated Liberty.

We have approximately 52,000 members of the B. of L. E. presumed to be good

and true members of an organization formed for the mutual benefit of all, and in taking an obligation to the laws which have been found necessary to protect that common interest, each individual has restricted his individual liberty to do whatever he pleases in order to secure the benefits which accrue from an association wherein he is restricted to do what he ought in that common interest in which he shares, because of the compact; hence, personal liberty, within the law of the nation, the state, the community, or any organization within these, is the right to act without interference so long as that act is within the limits of the law to which he is obligated. Liberty without restriction is license, and if one may do as he pleases without regard to law or the interest of others, liberty would be dethroned, society disorganized, and the old mediæval principle would be enthroned, "He may take who has the power, and he may keep who can."

In this age of enlightenment, education, and moral elevation, we have a right to expect of every man that he will live in harmony with such duty as he has agreed to perform, whatever object may have induced the obligation, and it is a pleasant reflection that in our great family of obligated Brothers, there are but few who do not recognize that obligation and live in harmony with it, but there are a few in our association, as there are in all other associations, whose selfishness obliterates the principles of the Golden Rule and who would do as they please, regardless of their obligation to the laws of government to which they obligated themselves, and if there is an attempt to apply that law, resort to every means of evading their obligation, even to the extreme of appealing to the civil courts. It is unfortunate that one so short of manliness as to forget his pledged faith, should ever find his way into our family of men working faithfully to better the conditions of all our class, but one occasionally does get in, and when in, do their best to evade their obligation to the law, and when the law is applied, appeal even to the civil courts to restrain some factor from compelling them to do what they had solemn-

ly promised to do; but civil law sustains the laws governing voluntary associations such as the B. of L. E., and in the Austin vs. Dutcher case, see page 162, JOURNAL March 1901, the court says, "It is not disputed but that the rule in regard to voluntary associations of this character is that the constitution and by-laws are the sole rule that governs the relations between associations and their members, and that the courts cannot redress any action of the associations in expelling or punishing a member when such action has been taken in accordance with the express provisions of the constitution and by-laws.

The court cites the case of White vs. Brownell (2 Daly, 359) and the law as defined in that case: "Individuals who form themselves together into a voluntary association for a common object, may agree to be governed by such rules as they think proper to adopt, if there is nothing in them in conflict with the law of the land; and those who become members are presumed to know them, to have assented to them, and they are bound by them."

Justice Leventritt in the Supreme Court of New York, in a case against the stereotypers, in his decision said, "The court holds that men's relations with the union make them amenable to the rules of that organization, and that the court cannot interfere."

Any advice from whatever source which runs contrary to the principles laid down by the court as above indicated, that an obligation means compliance therewith, is disloyal to the principles of organization of whatever character and is a direct stab at the very foundation upon which rests the efficiency of organized labor to produce the benefits for which it is organized. The right of a hearing, the right of appeal to the Grand Office, and beyond that to the National convention, is and ought to be sufficient. And while it is hoped that every obligated member will abide fully by and with the law as he knew it to be when he joined, if he does not, the law should be enforced without fear or favor, but always enforced within the strict letter of the law, for herein lies the safety from action in the civil courts.

Let us conduct our business in strict conformity with the law to which we have obligated ourselves, and if necessary apply the law to those who refuse to do so regardless of contrary advice from any source. If we are shiftless in living up to our obligated duties to the order and to one another to maintain the compact, and through it secure the benefits that accrue from it, we do not deserve success. If we maintain our organization and succeed we must comply strictly with our law and see that there is compliance on the part of all who remain members. Associated liberty means that we retain the liberty to do only that which is right that we should do, and keep within the law.

Riviere Du Loup Union Meeting.

The union meeting held in Riviere du Loup, Province Quebec, July 4, 5 and 6, proved equal to every reasonable anticipation, in genuine Canadian hospitality, unqualified interest in the meetings, and in numbers very much exceeded any possible anticipations, at least of the committee to whom so large a crowd presented many difficulties, as Riviere du Loup is not a large city.

The Grand Officers (see page 737) arrived Tuesday evening with a large number of others from all parts of the country. Many had evidently preceded us, and the long platform at the station was lined with new arrivals and the committee's troubles began, the hotels and other places where their guests had been assigned being some distance and the means of conveyance meager, but eventually all were comfortably cared for.

Assistant Grand Chief Bro. M. W. Cadle had been visiting Canadian Divisions and stopped on his return to the States, and F. G. A. E. Bro. R. W. Botterell, of Ottawa, and Grand Guide F. H. Tucker, of Brooklyn, N. Y., with their wives, were present, making seven Grand Officers present—the largest number ever in attendance at any union meeting of the Brotherhood. The register where the meetings were held contained the names of 145 members of the order from the States, 103 registering "wife" or "sis-

ter," and indicated having with them fifteen children, indicating 263 from the States, and no doubt this will reach 300, as it is known many did not register, and it is not surprising that the committee found their hands full in caring for so many unexpected though welcome guests.

A very good meeting place was provided, and the 500 seats were all taken when the meeting of July 4th was called to order at 9 o'clock A. M., with F. G. E. Bro. W. B. Prenter presiding. Bro. Geo. Mills, of Div. 70, made the opening prayer, after which A. G. C. E. Cadle addressed the meeting on the good of the order, followed by Bro. W. E. Futch, President of the Insurance Department, making a very interesting meeting and cleared up many things not before well understood.

The meeting convened again at 2 o'clock P. M., and after prayer by Brother Mills, Grand Chief W. S. Stone was introduced and was received with hearty applause. He addressed the meeting at length on the good of the order, pointing out the right and wrong path of duty each owed to the order, and what each led to, and received an ovation as he closed his remarks.

Various matters were brought up and disposed of, among them the place of next meeting. St. Thomas, Ont., being a leading candidate, Brother Collison, of Div. 132, was given the floor in behalf of his home city, and on a vote being taken St. Thomas was unanimously chosen as the place of meeting for the Canadian Brothers in 1906.

In appreciation of the many favors extended, a resolution was unanimously adopted, thanking the railroads and others for courtesies extended, and the meeting adjourned until 8 P. M., when an open meeting was held at the same place, and the hall was packed with an interested audience. An orchestra of nine pieces was provided, Bro. J. R. Murphy, chairman committee of arrangements, presiding, and after a selection by the orchestra and a prayer by Brother Mills, of Div. 70, the mayor was introduced and delivered an address of wel-

come, in which he paid a high tribute to the engineers and expressed a wish that they would carry away with them some lasting memory of their city and country. F. G. E. Bro. Prenter was then introduced, and after dealing with the objects of the order and the union meetings held by the Canadian Brothers, in closing his remarks turned to the Chairman, Brother Murphy, and expressed profound appreciation for the invitation and hospitable entertainment we had received from the mayor, the committee of arrangements, and the people of Riviere du Loup.

After a selection by the orchestra, Mr. Dion, member of Provincial Parliament, was introduced and delivered a masterly address in French. Mrs. W. A. Murdock, Grand President G. I. A., was then introduced and told of the aims, objects, and growth of the G. I. A., closing with a nice compliment to the flags of the two countries. L. H. LaVassie, ex-Mayor, was then introduced and delivered a facetious address which, in his broken English, kept the house in roars of laughter.

A song, "You Never Know," was then beautifully rendered by Miss Murphy, daughter of Bro. J. R. Murphy, of Div. 204, accompanied by Miss Martin, daughter of Brother Martin, of Div. 204.

Bro. W. E. Futch, President of the Insurance Department, was then introduced, and told of the department over which he presides, and expressed appreciation of the welcome and entertainment by the people of Riviere du Loup. Miss Scott, daughter of Brother Scott, of Div. 204, then gave a piano selection, and showed both skill and excellent taste in her shadings.

Grand Chief W. S. Stone was then introduced, and after thanking the Brothers, the mayor and citizens of Riviere du Loup for their hearty greetings and kindly expressions, took up the conditions of labor in the mediæval ages, and traced them down to the present organized effort and the benefits that accrue to the members through it, paid a high compliment to our deceased Grand Chief P. M. Arthur, and closed his remarks with a compliment to the Ladies' Auxiliary, pointing out its ex-

cellent qualities and influence for good, and was heartily applauded as he resumed his seat.

Mrs. F. A. Sproule, of G. I. A. Div. 161, Toronto Junction, then made a very pleasing address on the growth and influence of the Auxiliary in Canada. With a selection by the orchestra the meeting adjourned, all feeling that the day's meetings had been a decided success.

July 5th was devoted to an excursion and picnic at Temiscouata Lake, via the Temiscouata Railway. The train left at 7:45 A. M. for the run of 51 miles through a somewhat wild and romantic section, with heavy grades and short curves, though the roadbed and service were excellent. We arrived at Cloutiers landing on the beautiful lake on time. The weather was very warm and our crowd took to the shade until dinner time, when a splendid luncheon was served at two hotels. In the afternoon some tried their hand at fishing, others enjoyed a ride in the yacht provided for the occasion. The return whistle was blown about 4 P. M. and we got off at 4:30, having spent a very pleasant day.

July 6th was the crowning pleasure of our stay, the excursion to Ha Ha Bay and Tadousac by the Richelieu & Ontario Company's steamer, which left the wharf at the Point at 7:45 A. M. The St. Lawrence River is 20 miles wide at this point, and our course is almost directly across to the mouth of Saguenay River. Tadousac and Tadousac Bay lie at our right as we enter the river, and a most wonderful river scene presents itself. The Saguenay is wide and deep, its waters exceeding blue, and its rocky banks rise abruptly, barren and bold, almost as though chiseled. No other river like this is to be seen on the American continent. It is much like the fjords of Norway, or along the Alaskan coast, where the rock seems to have parted through some great upheaval. One wonders where all the water could come from, and wonders more when we reach Cape Eternity and Cape Trinity, solid masses of rocks standing up almost perpendicular, 1,800 and 1,900 feet above the river, and we are told that the water beneath is more

than 2,000 feet deep. The interest in these massive rock banks of the river never ceases, barren beyond description, occasionally a little patch is seen where humanity could get a foothold, but must always come to the river for a roadway. The river was alive with fish and hundreds of schools of great white porpoise could be seen in their characteristic movements of coming to the surface, stick their backs out of the water and disappear.

At Ha Ha Bay the steamer turned about without stopping and returned to Tadousac, making a landing at the wharf, all on board going ashore to see the first settlement made by the French, the old church, the salmon so thick in the little bay that one feels as though he could almost walk on their backs, and the great Tadousac Hotel owned by the steamship company.

Time up, the steamer's whistle was brought into use to call all on board, and we start across the St. Lawrence for Riviere du Loup, having spent both a delightful and profitable day.

As this practically ended our stay as arranged by the committee, very many secured berths on the steamer for Quebec, and to accommodate those who desired to get their baggage, two hours was given at the Point dock, and nearly all bade adieu to Riviere du Loup, the committee who had worked so hard to make our stay pleasant, and the people who did whatever lay in their power for our comfort.

The appreciation of the extraordinary efforts of the committee, members of Div. 204, and the citizens generally, was strongly evidenced at a called meeting during the trip on the steamer. The general feeling expressed was that we should do something substantial in view of the fact that there were so many more American visitors than the committee could possibly have expected. Not knowing just what to do, a resolution of thanks was adopted, and a committee of three was appointed, with Bro. Clarence Mitchell, Chr. G. C. of A., B. & M., of Boston, as Chairman, they to work out the plan of rightly presenting tangible evidence of appreciation to the committee

who worked so hard, and under many disadvantages accomplished so much for our pleasure.

THE EDITOR.

The Resolution of Thanks adopted at the afternoon meeting of July 4th, as compiled by the secretary, reads as follows:

On behalf of the members of the Canadian Divisions of the B. of L. E. assembled in union meeting in Riviere du Loup, July 4-6, we desire to tender our sincere thanks to the mayor, city council, the citizens, the committee of arrangements, members of Div. 204, and the officials of the following railroads for courtesies extended: To the Intercolonial, Temiscouata, Quebec Central, Quebec & Lake St. John, Quebec Light & Power Co., Canadian Pacific, Canadian Northern, Grand Trunk, Central Vermont, Boston & Maine, Maine Central, Bangor & Aroostook, N. Y., N. H. & H., N. Y. C. & H. R., Boston & Albany, Erie Ry., Wabash Ry., Michigan Central, Pere Marquette, Lake Shore & Michigan Southern, N. Y., C. & St. L. (Nickel Plate), C., C. C. & St. L., Baltimore & Ohio, Chicago & Northwestern, C., M. & St. P., Chicago & Alton, Illinois Central, Chicago, Peoria & St. Louis, Denver and Rio Grande, St. Louis, Iron Mountain & Southern, Southern Pacific, the Richelieu & Ontario Steamship Co., and any others who in any way contributed to the pleasure of those attending the union meeting.

Report of committee was unanimously adopted. F. W. RIOUX, Div. 204, Sec.

Union Picnic.

The five Divisions of the B. of L. E. located in Cleveland, O., Divisions 3, 31, 167, 318 and 542, held their first annual joint picnic at Cedar Point, O., on Saturday, Aug. 5. A committee of three from each subdivision were formed into a committee of fifteen with Bro. W. B. Prenter as chairman and Bro. C. W. Sipher secretary, and they worked faithfully for success, and won out handsomely.

The committee solicited prizes from the merchants of Cleveland, and as it was the first appearance of the engineers, they contributed liberally, and we think the committee broke the record for number, there being a total of 61, headed with a 21-jewelled watch by J. W. Forsinger, 17-jewelled queen watch by W. C. Ball Co., running down to a box of candy. Tickets were sold for a grand drawing on

the twelve leading prizes, which created a healthy interest in the picnic and its results.

A ten car special train was provided by the L. S. & M. S., and it was a happy crowd that gathered at the depot ready for the start at 8:30 A. M. While waiting some one spied Mr. Ira McCormack, Supt. of Terminals, N. Y. C. & H. R. R., New York, and in his company was Mr. Murray of the Pickands Mather & Co., and both these gentlemen showed their good will for the engineers by contributing liberally to the grand drawing fund, and bidding the picnickers good luck as the train pulled out well filled with members, their families and friends.

Cedar Point is a very pleasant summer resort and bathing place. The day was just right in every way, and amusements were plentiful as there were contests galore, viz.: a bowling contest for men with six prizes, and one for women with six prizes; grand prize waltz, two prizes; engineers' race, over 50, four prizes; race, engineers under 50, four prizes; married ladies' race, six prizes; single ladies' race, six prizes; fat men's race, over 200 pounds, five prizes; boys' race, under 16, four prizes; girls' race, under 15, four prize; girls' race, under 10, three prizes; then the grand drawing for the eight leading prizes.

After hunger was appeased either from the basket or the excellent dining room service, the committee began to prepare for their hard afternoon's work, disposing of all the above events, and they succeeded admirably in getting through with it with everybody looking pleasant. The races made a lot of fun and all parties entered into it with a zest. Most of the prizes were delivered to the winners immediately. The grand drawing came last and was tedious work for the committee and the two faithful little girls who drew the large number of tickets from the boxes. The interest was keen during the entire drawing as the leading prizes were very slow in showing up, but the means employed was the fairest known, and all were satisfied that each purchaser of tickets had an even

chance. This over, the crowd began to wend their way to the boat homeward bound. On boarding the cars at 7 P. M., the baskets were opened and the good things eaten with a relish.

The picnic as a whole proved eminently successful, thanks to the earnest work of the committee. City Ticket Agent Gaul of the L. S. & M. S. Ry. looked well after the comfort of the crowd. And we believe that next year few will miss attendance when the committee sets the date for the second annual picnic of the Cleveland Divisions.

Married.

We have been favored with an At Home card announcing the marriage of Bro. Charles B. Clark, a member of Div. 589, to Charlotte Estella Howes, at the home of the bride on August 2, at home after August 15, 718 East 137th street, New York.

While we cannot call at 718 to extend personal congratulations, Brother Clark and his good wife have our best wishes for a lasting continuance of felicity. A Chinese proverb says, "A hundred men may make an encampment, but it takes a woman to make a home." May the mystic circle just formed by Brother and Mrs. Clark always make their abiding place to both of them "the dearest spot on earth."

LINKS.

Div. No. 1 will hold a system meeting in their Division rooms in Elks' Temple, Detroit, Mich., on Sept. 17, 1905, and all members of the B. of L. E. on the various railroads centering at Detroit are invited to attend. There will be held at this meeting initiation ceremonies and other business of great importance to all members of the B. of L. E. We expect to have the Michigan Central and Grand Trunk between Chicago and Buffalo fully represented at this meeting, and we also promise, if business will permit, that our Grand Chief Engineer, W. S. Stone, will be present.

J. J. ROACH,
J. S. MARTIN,
J. CARNEY,

Committee of Arrangements.

A UNION MEETING of the B. of L. E., B. of L. F., O. R. C., B. of R. T., B. of R. C., and Railway Telegraphers, will be held in Toledo, O., on Sunday, Sept. 24, at Memorial Hall, when the officers of all the orders are expected to be present and address the meeting. A cordial invitation is extended to all members of these orders to be present if possible, and take part in the social and intellectual entertainment which always attends such meetings.

Fraternally yours,

JAMES LATHROP, B. of L. E., Chr.
J. RHODES, B. of R. T., Sec'y.

UNDER the auspices of Div. 98 a union meeting will be held in Lincoln, Neb., on Thursday and Friday, Sept. 28 and 29, in Representative Hall, State Capitol Building.

Grand Chief Engineer W. S. Stone and Third Grand Engineer Deloss Everett will be present.

The program for the two days will be as follows:

At 9:30 A. M. of the first day an address of welcome by the Hon. J. H. Mickey, Governor of Nebraska.

A speech by the Hon. Norris Brown, Attorney-General of Nebraska, his theme being, "Brotherhood Reflections."

An address by Grand Chief Engineer Warren S. Stone, who will talk on "Brotherhood Facts."

Followed by Brother Deloss Everett, Third Grand Engineer, on "Further Facts."

The speaking to be interspersed with music, and the entire morning program open to the public.

At 2:30 P. M., starting from the Lincoln Hotel, an automobile ride will be tendered the visitors by the Commercial Club of the city, and immediately thereafter, a visit will be made to the Burlington shops at Havelock, a suburb of Lincoln.

In the evening, at 8:30, a joint open meeting will be held to which all railroad officials and members of the Brotherhood are cordially invited, thus to promote good fellowship, and to exchange ideas of mutual concern.

The second day will be taken up wholly in reviewing the work of general interest to the Brotherhood of the Middle West, sessions to be held at 9:30 A. M. and 2:30 P. M.

In the evening of the second day the union meeting will close with a grand ball in the Auditorium, to which all visitors will be admitted upon presentation of traveling card.

Transportation will be granted by the Burlington Railroad, if request is made by officials where employed, through General Manager Geo. W. Holdrege, Omaha, Neb.

Reasonable rates will be given by the hotels, the Lincoln Hotel being designated as headquarters.

Members of the Brotherhood and officials of the Railroads are cordially invited to be with us; remember the dates.

H. WIGGENJOST, F. A. E. Div. 98.,
Sec. Committee of Arrangements.

THE Thirteenth Annual Convention will be held at Detroit, Mich., commencing September 12, at 9 A. M. The Cadillac Hotel has been selected as headquarters and the convention hall will be in the hotel. The hotel people have made rates to our members and their families.

In order to assure yourself of accommodations at this convention, it will be absolutely necessary for you to engage your rooms in advance as the Michigan State Fair will be held at Detroit the same week that our convention will be held there, and the hotels will be pretty well filled up. However, the hotel people at the Cadillac will give the Traveling Engineers the preference up to a reasonable time before the convention opens, and if reservations are made promptly the hotel is amply large enough to take care of all of us. Arrangements have been made with the Pullman company for one-half rates for members and their families. To secure these one-half rates, it will be necessary to write to the secretary advising space required and between what points it is to be used, when the secretary will notify the Pullman people what you want and the one-half rate orders will be

mailed to you direct from the Pullman company at Chicago. It is believed that this will be more satisfactory to the members than the old way of having to go and look up your return pass after your arrival at Detroit.

Your Committee of Arrangements is endeavoring to outdo all others in the way of giving you a nice time in the beautiful city of Detroit, and it is believed that the thirteenth meeting will be the most pleasant and profitable of all.

Yours respectfully,
W. O. THOMPSON, Oswego, N. Y.,
Secretary.

BRO. OSCAR TYLER, member of Division 31, who has just served a term in the Ohio Legislature very creditably to himself, is a candidate for re-election at the coming November election, and we presume his friends will be as numerous as in his last political contest, and that after that date he will still be entitled to the prefix Honorable to his name.—EDITOR.

BRO. JOSEPH F. LINDLEY was promoted from the passenger service to Road Foreman of Engines, Pere Marquette System, on Jan. 21, 1905. He was a good loyal member of Div. 503, and worthy and well qualified to fill the position.

C. L. DOLSON, F. A. E. Div. 503.

THE many friends of Bro. J. F. Emerson, of Simpson Division 210, Macon, Ga., will be pleased to learn that he has been recently promoted to the position of Road Foreman of Engines for the Macon Division of the Central of Georgia Railroad.

J. L. FICKLING, F. A. E., Div. 210.

A UNION MEETING of the B. of L. E. employed on the B. & O. S. W. Ry., representing membership in Divs. 289, 127, 95, 65 and 39, was held in Seymour, Ind., July 24, 1905. Bro. Jas. Gabriel, of Div. 39, called the meeting to order at 2 P. M., and in a few very appropriate words, introduced A. G. C. E., Bro. H. E. Wills, to the assembly, who gave an interesting and instructive address, which was appreciated by all present. Short

talks were also made by the Brothers from the different Divisions, and arrangements were made to hold another of these meetings October 24th.

In the evening we were given a banquet by Div. 39, which was thoroughly enjoyed by all who had the pleasure of being present. The meeting closed at 11:30 P. M., and will be remembered as a success in every respect.

J. ORMSBY, Sec. G. C. of A., B. & O. S. W.

At a regular meeting of Div. 156, Birmingham, Ala., on July 9, we initiated two new members and hurried through considerable other business and closed the meeting, as it had been pre-arranged that we should have company and continue a more pleasant feature. The Ladies of Auxiliary No. 169 put in an appearance and were invited to seats by our worthy C. E., who called upon our Train Master, Mr. A. B. Bayless, who is not only always willing but always ready to help advance the social welfare in an official way, or make a nice talk, as he did on this occasion. He talked a little railroading, but soon turned to the subject of the ladies, pointing out how impossible it would be for us to keep on the strict line of duty if it were not for the influence of the good mother, wife and sweetheart, and painted a beautiful picture of home life and home influences, highly complimentary to the ladies, and very agreeable talk to all present. At the close of Mr. Bayless's address, our worthy Chief, Brother Carlisle, made some very nice fitting remarks. He is at his best talking to the ladies, and eventually led up to a subject very pleasing to the ladies, for it showed appreciation in a practical way, and in consideration of their hard work and unqualified interest in the picnic on June 22, at Germania Park, he presented them, on behalf of Div. 156, a check for \$100, telling them that the picnic could not have been a success without the help of our mothers, wives and sweethearts, and thanked the ladies, who responded in kind, making it as a whole an exceedingly pleasant gathering, which

tended toward closer friendships, the very foundation of our success in both social and business life.

W. C. BROWN, Div. 156.

An all day meeting of the members of the B. of L. E. employed on the Missouri Pacific and St. Louis Iron Mountain and Southern Railway systems, was held Sunday, July 16, in K. of P. Hall, Kansas City, Mo., and lasted from 8 o'clock in the morning until 9 o'clock in the evening. It was a very enthusiastic and important meeting. Representative men from every Division of the two systems were present to the number of 137. Bro. W. J. Rooney was temporary chairman. Bro. R. H. Brandt was elected permanent chairman, and Bro. C. B. De Voss, secretary. The meeting was under the auspices of Divisions 359, Nevada, Mo., and 491, Kansas City, Kan.

Bro. M. W. Cadle, Assistant Grand Chief Engineer of the Brotherhood, made an able and lengthy address setting forth the standing of the organization throughout this country, Canada and Mexico. He urged the Brothers to be loyal to the organization and to their employers, the company, and said that the best service could be rendered by living up to the rules of the company and the laws of the Brotherhood. The remarks made by Brother Cadle were enthusiastically received by the Brothers.

Bro. Myer Hurley, General Chairman of the Santa Fe System, also made an excellent address.

Bro. C. R. Raymond expressed his opinions of the needs of the present day in a concise and scholarly manner.

Bro. Thomas Toohey, of Div. 359, contrasted the conditions of the present with the past, and spoke of necessary changes and the means to bring them about.

Bro. M. W. May, General Chairman of the Missouri Pacific and Iron Mountain Systems, made an address and a report of work done by the committee during the past year.

Bro. H. Grover was present and made a splendid address. Many of the Brothers joined in discussions which, when taken

in the right spirit, will be of vast benefit to themselves and the organization, also to the company they are serving.

Bro. James Corrigan, at present Humane Officer in Kansas City, Kan., and F. A. E. of Div. 491, and an honorary member of the Grand International Division, was present and spoke of railroading from the standpoint of a member of 38 years' standing.

Bro. G. T. Rodgers, Div. 48, made a splendid talk, touching on the obligations we owe each other and our duties to our employer. Thus was brought to a close one of the most successful meetings ever held by the engineers in Kansas City.

C. B. D.

ON the 3d inst. a party of Brothers and families from Divisions 440, 341, 479 and 607, left for the union meeting at Riviere du Loup, Quebec. We met with some delays and were informed on inquiry that we would miss our connection at Edmundston, as the Temiscouata Railway only waited twenty minutes for our train.

This was very discouraging, as it meant the loss to us of the first day's meeting (and only after hearing the remarks of our Grand Chief and others, did we realize fully what we should have lost), but upon reaching Edmundston nearly three hours late, what was our surprise to learn that the superintendent of the Temiscouata Railway, Mr. G. G. Grundy, had issued instructions to hold No. 2 for us—a lot of deadheads.

Mr. Editor, the rejoicing over the return of the prodigal son was as nothing compared with the joy of this party of Prohibitionists at that moment, especially amongst the ladies, and if Mr. Grundy could have overheard the remarks made relative to himself for holding that train, I greatly doubt if he would have changed positions with Sir Wilfred Laurier or our Roosevelt.

The accommodations on the Temiscouata Railway are away above par. Their first-class coach was a dandy; wicker chairs in one end, plush seats in the other, and a smoking room between, and the train crew did their utmost to make it pleasant for us. The master mechanic and road master were on the train, and we found them interested in making the meeting a success, and through the JOURNAL we would thank the officials of the Temiscouata Railway for the many courtesies received.

Upon reaching Riviere du Loup, we found a crowd of Brothers and their wives, and, as I was informed, their attendance at this meeting was the largest of any ever held in Canada; so much greater than anticipated by the committee that

they were overloaded for a time, but they soon brought order out of chaos, and they deserve credit for their earnest efforts. It was a hard proposition Brother Murphy, wasn't it? You must have been lonely when we left.

The first day our Grand Officers drove it into us good and hard—what we should do, etc., and if we will do as advised, our reward will be forthcoming.

The next day we went to Temiscouata Lake for a picnic, twelve cars loaded. "My, but it was cold," yet we enjoyed it, dancing, boating, fishing, etc.; but, as is usually the case, the best thing was reserved for the last day. On Thursday we went on one of the fine R. & O. steamers, and for twelve hours enjoyed one of the most pleasant rides I have ever taken; across the St. Lawrence and up the River Saguenay, with a call at Tadousac to visit a church some 200 years old. This trip will long be remembered by all, and those who missed it lost the trip of a lifetime. You, Mr. Editor, I am sure, enjoyed it, even to the struggle for supper.

The committee worked hard to make this meeting a success, and went to great expense to give us pleasure, and they deserve credit, as it was one of the best meetings I have ever attended in Canada or elsewhere. Here's to the Brothers of 204!

C. H. SMALL, F. A. E., Div. 440.

ON Sunday, July 16th, about 200 engineers gathered together in A. O. U. W. Hall, Minneapolis, Minn., in a union meeting. The meeting was called to order at 2:30 P. M. Bro. Barton of Div. 180, then appointed the following officers to the chairs: Bro. Piper, of Div. 625, First Engineer; Bro. McLane, Div. 494, Second Engineer; Bro. Elliott, Div. 180, Chaplain; Bro. Rogers, Div. 180, First Assistant Engineer; Bro. Dunn, Div. 357, Second Assistant Engineer; Bro. Humphrey, Div. 357, Guide; Bro. J. E. Malthouse, Div. 494, Third Assistant Engineer. After going through the ceremonies of opening and closing and getting some instructions relative to work and traveling cards, Bro. Gardner, Div. 226, was called upon for the opening address and made some very good remarks. Our Grand Chief Engineer Stone was then called upon, and, in spite of the intense heat, he spoke for over two hours, every word of his remarks being the best advice and caution to the listening Brothers; advice, which, if followed, could not help but make any engineer a better man of himself, his family or his employer. At the close of Bro. Stone's address the meeting adjourned to meet again at a social session at 7:30 P. M., at which time about 200 engineers and their wives met. After Bro. Bartou

called the meeting to order, Rev. Marion D. Shutter offered prayer. Bro. Gardner was then called upon and he gave a splendid talk on "What the Brotherhood Teaches," a subject most appropriate for the time and place, and one that Bro. Gardner handled in a very able manner. After music by the Minnesota Quartet our Grand Chief was then called on and gave a most excellent talk. After more music by the quartet, Rev. Shutter made a splendid address.

Fortunate indeed were those who were able to be present and listen to the addresses, such as were given that afternoon and evening, and fortunate are those that take those words of advice and counsel home and live up to them. Everyone

This meeting was well represented by Brotherhood men from all over the Northwest.

At the close a vote of thanks was extended to our Grand Chief Engineer for his very able addresses of advice and instruction, after which the Grand Chief arose and moved that a vote of thanks be tendered the committee of arrangements for the manner in which these meetings had been arranged and the program carried out, thus closing what was the most successful union meeting that has been held in the Northwest.

In the afternoon Bro. Currie, of Div. 180, came with his automobile, and together with a party consisting of our Grand Chief Engineer and wife, Mrs.



THE AUTOMOBILE PARTY AT THE MINNEAPOLIS MEETING.

present then adjourned to the adjacent dining room where a substantial banquet had been provided and which was enjoyed by all, and all were well pleased after having enjoyed two of the best meetings it is one's privilege to attend.

The following morning after the writer had taken a couple of snapshots of the Grand Chief Engineer (which I hope you will reproduce in the JOURNAL, as Grand Chief Engineer Stone looks good to all the Brotherhood men in this part of the country) a large number of the engineers met in the same hall. Bro. Barton called the meeting to order at 9:45, and a general discussion by all took place on the current issues and Brotherhood matters in general.

Gallespie, wife of Bro. Gallespie, Chief of Div. 80, and Bro. Barton made a trip around Lake of the Isles, Calhoun and Lake Harriet. From there they went to Minnehaha, that place made famous by Longfellow in Hiawatha, returning to Minneapolis, where they visited the principal points of interest, when the writer got a fair snapshot while they were in an automobile, a copy of which is here presented. Our Grand Chief Engineer took the train that night for Oregon.

Fraternally yours,
J. N. MORRILL, F. A. E., 494.

THE members of Div. 287, Altoona, Pa., celebrated their twentieth anniversary

with a picnic at Mule Shoe Curve on July 26, which proved to be a grand affair and on a grand scale, of which we glean the following from the Altoona *Tribune*:

The second annual excursion and basket picnic under the auspices of the locomotive engineers of the Pittsburgh, Cambria & Clearfield, Pennsylvania & Northwestern and Middle Divisions of the Pennsylvania Railroad Company was held at the beautiful Mule Shoe Curve on the Alleghany Mountain along the new Portage railroad. The outing was a grand success in every respect, as the day was perfect with a clear, sunny sky and bracing mountain air, making it delightfully cool and pleasant, and the jolly engineers, with their families, other relatives and friends to the number of about 1,500 persons enjoyed themselves to their hearts' desire in the pleasant mountain retreat.

coldness and crystal clearness of its water.

The ozone of the Alleghenies is noted for putting a keen edge on appetites, and as the hour of noon drew near groups were formed everywhere and the baskets rifled of their contents, which were spread out before the hungry picnickers, none of whom appeared to have ever heard of such a thing as dyspepsia, judging by the way in which the good things disappeared.

After the appetites had been appeased the merry-makers gathered under two large butternut trees, where headquarters had been established, and "Old Glory" flung to the breeze with railroad flags, and enjoyed themselves with music, dancing and various kinds of sports.

It was indeed an old-fashioned picnic, to which all had come for a day of rest and recreation, and there was no regular program, every one enjoying himself and herself in his own way, and never



PICNIC TRAIN STANDING ON MULE SHOE, READY FOR RETURN TRIP.

The picnic train consisted of twelve coaches and two baggage cars, and left the Altoona depot at 9 o'clock with its load of happy picnickers, all in fine spirits in anticipation of a day of pleasure among the blue Alleghenies.

The ride was greatly enjoyed out the branch road, past the green fields and through the old town of Duncansville and up the mountains over the Portage road, where the magnificent scenery was made doubly beautiful by the crystal morning air and bright sunshine. The train arrived at its destination in due time, and the big crowd quickly left it and scattered in all directions, rambling through the mountains and seeking out shady, green spots to spread out the contents of their baskets. Many persons walked up the old turnpike to the famous Fountain Inn and Prince Gallitzin Spring, and those who had never before drank at the spring marveled at the

was there seen anywhere a jollier crowd or a more pleasurable outing. Trout's string band of Altoona was present and played a number of fine selections. Several solos were sung by members of the party and the assemblage joined in singing "Auld Lang Syne," "Marching Through Georgia" and many other old time and modern songs. William Cover of Jerry C. Burley Div. 287, of Altoona, led in the singing of the "Star Spangled Banner," and it was a grand burst of melody that swelled up from the singers and floated over the towering old mountain peaks which hem in the beautiful spot on all sides. Playing ball and pitching quoits were popular forms of amusement, and the pleasures of the day were greatly enhanced by running, sack races, apple and pie eating contests, wheelbarrow races, songs and speeches on graphophones, foot races between fat engineers and little girls in bloomers, etc. The organ used in ac-

companying the string band and the singers was kindly loaned to the engineers by F. A. Winter, the well known music dealer of Altoona.

Some of the picnickers took long walks over the mountains, others wandered along Blair Creek, angling for trout, and others gave their attention to wild flowers, all getting the sunshine and the healthy exercise. At 4 o'clock the engine gave four whistles calling all in the vicinity of the train, and at 4:30 o'clock gave four more whistles to get on board. At 5 o'clock the two big engines, bedecked with flags and hauling the long train, filled with merry picnickers, started on its return journey over the rest of the new Portage road around the side of old Pomroy Mountain to old Gallitzin, then down over the main line to Altoona, the train rolling into the station at 6 o'clock as the orchestra played "Home, Sweet Home."

The picnickers departed for their respective homes looking happy and fully satisfied, as they had spent a day of thorough enjoyment among the grand old mountains.

The complete success of the affair was due to the untiring efforts of the General Chairman, Bro. Wm. Cover and the following committees:

Entertainment and Amusement—A. E. Knepper, chairman; J. A. Lewis, E. A. McConnell, jr., Thos. E. Kearn, G. B. Brewster.

Baskets—W. D. Long, J. W. Fluke, C. W. Bohn, Thos. Bertram, G. B. Brewster.

Reception—W. W. Brantlinger, W. B. Deitrick, Wm. E. Brooks, W. B. Stahl, John McNellis, P. H. Masterson, Frank Davis, W. W. Ross, H. C. Stonebraker.

The cars of the picnic train were in charge of the following named corps of conductors, who attended to the passengers in a most courteous manner: Car No. 1, J. M. Miller; No. 2, W. W. Ross; No. 3, R. Winebrenner; No. 4, D. A. Reagan; No. 5, Frank Davis; No. 6, Hayden A. Himstead; No. 7, E. A. McConnell; No. 8, H. S. Stonebraker; No. 9, J. C. Rickle; No. 10, W. B. Stahl; No. 11, A. E. Knepper; No. 12, J. A. Lewis.

BRO. ALBERT NASH, member of Division 18, Rochester, N. Y., whose picture accompanies this article, was born in Alstead, N. H., July 28, 1824, and started his railroad career in the fall of 1847 on the Cheshire road in New Hampshire, from Ashburnham to Bellows Falls, and was promoted in a year to the position of engineer; went to the Vermont Central and ran between Troy, N. Y., and Birmingham, Vt. When the Niagara Falls road opened up in 1852 he went to it with David Upton, M. M., whom he had fired for on the Cheshire road, and here Bro. Nash remained from 1852 until he retired from service in 1903, running an engine continuously for 52 years, and always with



the very best of record as an engineer. He was very averse to having his picture taken and the one from which this half-tone was made was obtained on the sly with a kodak, and the only one known to be in existence. Bro. Nash's record is one very hard to beat, as his railroad life covers the greater part of the whole period of railroad construction, and all of the efforts through organization for bettering the conditions of men in railroad service.—*Rochester Evening Journal*.

MEMORIAL service of Div. 210, Macon, Ga., was held on Sunday, July 30, at the Auditorium, of which we glean the following from the *Macon Telegraph*:

The exercises passed off amid song and eulogy, and the large crowd in attendance was impressed by the services.

This was the first memorial exercise that has been held since 1887, and the roll of members that have died since that time numbers 48, and their memory was made fresh and green in the hearts of their brothers who gathered together to pay them this tribute.

Simpson Division, No. 210, was formerly Division 80, and was at first chartered in 1873. In 1884 a new charter was granted W. T. Clarke, and the Division changed to Simpson, No. 210. This Divi-

sion started out with a charter membership of 16, and today has a membership of 235 in good standing, and they are devoted to the interests of the order.

At the memorial services they marched in by twos and occupied the front seats, and enjoyed the entire services.

The music was splendid, the opening song, "Lord, When My Raptured Thought," being rendered by a quartette composed of Mrs. L. T. Stallings, Mrs. Richard Findlay, Mrs. James McCardie and Mr. W. S. Dunwoody. This was followed by a beautiful prayer by Rev. J. M. Glenn, who invoked the blessings of the Almighty upon the men who bravely stood at their posts of duty and cared for the lives of hundreds.

After the quartette sang "My Faith Looks Up to Thee," Mr. D. M. Moore, Chief of Simpson Div., No. 210, read out the death roll of members since 1887. "Jesus, the Very Thought of Thee," was then sung by Mrs. Stallings and Mrs. Findlay, and Dr. W. N. Ainsworth began his sermon, taking for his text the 14th verse, 14th chapter of Job: "If a man die, shall he live again?"

Dr. Ainsworth prefaced his sermon with the remarks that had it not been for the fact that he entered the ministry, in all probability he would have been a locomotive engineer; his impulse from early childhood was in that direction, but an allwise Providence that shapes the destinies of man decreed otherwise. His sermon was a eulogy upon the man who, at the throttle, holds the lives of hundreds in his hands, and unflinchingly and unflatteringly, forgetful of self, does his duty, even unto death. He mentioned instances of martyrdom where the railroad engineer had unselfishly given his life in the performance of what he conceived to be his duty and to protect those under his charge.

His entire discourse was a sincere and earnest tribute to the locomotive engineer and the psalm of praise was echoed in the hearts and mind of his hearers.

When the audience and quartette sang "Coronation," there was a swell of melody that filled the auditorium, which echoed "All Hail the Power of Jesus' Name," and the spirit of the congregation was prostrate in homage and reverence for those who were dead.

The services were concluded with a beautiful benediction for the dead, and upon the living by Rev. W. L. Walker.

Simpson Division, No. 210, B. of L. E., has a beautiful lot in Rose Hill cemetery, which is cared for and kept in order. Upon it are buried four of the Brotherhood, whose graves are looked after with all the care possible to bestow upon them.

SPECIAL NOTICES.

While in Winnipeg, Manitoba, some one went through Bro. E. S. Hawley's grip and stole part of his clothing and all of his clearance papers and letters from the A. T. & S. F., signed by C. M. Taylor, M. M., R. M. Division N. P., W. F. Buck, M. M., one from the Mountain Division, same

road, J. H. Sully, M. M., and several other papers, and letters from Myer Hurley, G. C. of A., A., T. & S. F., one signed T. P. Barns, a letter addressed to General Manager Ward, Great Northern, countersigned by P. Conley, Superintendent. To avoid, if possible, any misuse of these papers and to assist Brother Hawley to regain his papers, we hope this matter will be kept in mind, and if any of the papers show up, gather in both papers and man.

Will anyone knowing the whereabouts of T. G. Thomas, formerly employed on the C. & N. W., in Nebraska, 1883 to 1885, write Mr. T. B. A. Watson, Hartington, Neb.

Information is wanted of John W. New, firing on Eastern Division Erie R. R. in 1882; when last heard from was in Buffalo, N. Y. Please address his uncle, Bro. E. D. Hicks, 46 Storm avenue, Jersey City, N. J., and oblige.

Claud McVay, Dallas, Tex., desires to hear from his father, William J. McVay. Address care T. & P. Ry.

Anyone knowing the whereabouts or anything relative to T. W. Cresswell, please write to Miss E. M. Cresswell, 833 Washington street, Greenville, S. C., care Geo. R. West.

The traveling card of Bro. W. B. Roby has been lost. If presented, please take up and forward to J. C. Hamilton, F. A. E. of Div. 345.

The traveling card of Bro. O. Poulton has been lost. If presented, please take up and forward to Chas. Baguley, F. A. E. Div. 36.

Wanted—To know the whereabouts of Wm. Porter, who was running an engine on the A., T. & S. F. R. R. some years ago. Kindly address Miss B. Molloy, 346 Franklin street, Flat No. 3, Buffalo, N. Y.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately:

<i>Division—</i>	<i>Division—</i>
199—M. M. Williams.	419—Thos. Cook.

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Buffalo, N. Y., July 18, killed in accident, Bro. Jas. A. Clark, member of Div. 421.

Algiers, La., July 16, killed in wreck caused by misplaced switch by some person unknown, Bro. W. S. Wheelan, member of Div. 531.

Grafton, W. Va., July 15, of cancer, Bro. Moses Cassidy, member of Div. 67.

Decatur, Ill., July 9, killed by switch stand, Bro. O. C. Henry, member of Div. 155.

Centralia, Ill., April 4, Bro. A. M. Stone, member of Div. 24.

McDonoghville, Ia., July 22, Bro. Barney Davis, member of Div. 193.

Winnipeg, Manitoba, July 9, by accident, Bro. W. R. Lang, member of Div. 76.

Steger, Ill., July 14, killed in collision, Bro. J. L. Lyke, member of Div. 613.

Corbin, Ky., July 15, Honer Kelley Ebersole, son of Bro. E. O. Ebersole, member of Div. 463.

Way Cross, Ga., July 25, Bro. J. L. Maddox, member of Div. 648.

St. Thomas, Ont., July 27, of liver trouble, Bro. Michael Sreeman, member of Div. 529.

Jimulco, Mex., June 18, Bro. John Quinn, member of Div. 594.

Asheville, N. C., July 8, skull crushed while coupling cars, Bro. I. N. Chandler, member of Div. 267.

Richmond, Va., July 23, throat trouble, Bro. E. L. Bailey, member of Div. 532.

Fort Madison, Ia., July 26, heart disease, Bro. Jas. Carroll, C. E. Div. 391.

Lafayette, Ind., Aug. 3, appendicitis, Bro. Harry Williams, member of Div. 7.

Syracuse, N. Y., Aug. 6, killed in wreck, Bro. Thos. Dunn, member of Div. 169.

Harrisonburg, Va., July 20, paralysis, Mrs. Mary J. Conrad, wife of Bro. A. N. Conrad, and mother of Bro. W. A. Conrad, members of Div. 506.

Jersey City, N. J., Aug. 4, Bro. Wm. Mooney, member of Div. 157.

Buffalo, N. Y., Aug. 4, struck by engine, Bro. W. J. Dale, member of Div. 382.

Bradford, Pa., Aug. 3, Timothy C. Donohue, father of Bro. J. F. Donohue, member of Div. 280.

Joliet, Ill., July 27, cerebral hemorrhage, Bro. Jas. Hall, member of Div. 478.

Oneonta, N. Y., Aug. 4, killed in wreck, Bro. O. C. Beach, member of Div. 58.

Bainbridge, Ga., July 31, killed in collision, Bro. C. J. Jones, member of Div. 332.

Hoisington, Kan., July 13, paralysis, Bro. W. A. Barrett, member of Div. 433.

Springfield, Mo., Aug. 4, injuries received in accident, Bro. L. C. Ward, member of Div. 502.

Rochester, N. Y., July 29, Bright's disease, Bro. J. Euler, member of Div. 18.

Newark, N. J., ———, Mary Afia, wife of Bro. H. D. Medrich, member of Div. 54.

Howells, Ga., Aug. 8, run over by a car, Bro. S. M. Peterson, member of Div. 498.

Altoona, Pa., Aug. 10, killed in boiler explosion, Bro. N. H. Murphy, member of Div. 287.

Alameda, Cal., Aug. 1, scalded, Bro. Geo. B. Clark, member of Div. 283.

Philadelphia, Pa., July 17, Bro. Harry Adams, member of Div. 71.

Somerset, Ky., Aug. 6, paralysis, Bro. W. A. Sears, member of Div. 363.

Rowlesburg, W. Va., Aug. 3, killed by head

striking tunnel, Bro. H. A. Moore, member of Div. 284.

Macon, Ga., Aug. 8, apoplexy, Bro. E. Guilfoyle, member of Div. 210.

Cincinnati, O., Aug. 8, Bro. Wm. H. Partlow, member of Div. 11.

St. Paul, Minn., Aug. 1, appendicitis, Bro. E. V. McDonald, member of Div. 369.

Dunsmuir, Cal., July 30, paralysis, Bro. E. J. Turner, member of Div. 425.

Maysville, Wis., Aug. 9, Bro. G. F. Warblow, member of Div. 66.

Reading, Pa., July 31, Bro. H. K. Manwiller, member of Div. 90.

Frackville, Pa., July 7, Bro. H. R. Seitzinger, member of Div. 90.

Scranton, Pa., July 9, cancer, Bro. Thos. Madigan, member of Div. 276.

Oakmont, Pa., Aug. 10, Bro. David K. Yoder, member of Div. 472.

De Soto, Mo., Aug. 13, cancer of the lip, Bro. Thos. Farmer, member of Div. 123.

Winslow, Ariz., June 29, injuries received in accident, Bro. A. E. Smith, member of Div. 134.

Portsmouth, Va., July 29, Bro. J. H. Boyd, member of Div. 331.

Altoona, Pa., July 17, Margaret Bohn, daughter of Bro. C. W. Bohn, member of Div. 287.

Carnegie, Pa., Aug. 4, Mrs. Mary Foley, mother of Bro. M. J. Reilly, member of Div. 416.

Chadron, Neb., July 7, appendicitis, Bro. W. H. Nelson, member of Div. 303.

Philadelphia, Pa., Aug. 13, Bro. David I. Miller, member of Div. 45.

Richmond, Va., Aug. 10, Bro. Wm. Dynes, member of Div. 26.

Del Rio, Tex., July 21, engine turning over on him, Bro. C. E. Thompson, F. A. E.

Cleveland, O., June 21, killed in Twentieth Century wreck, L. S. & M. S. R. R., Bro. Allan Tyler, member of Div. 3.

Lexington, Ky., Aug. 7, blood poisoning, Bro. E. C. Curd, member of Div. 603.

ADMITTED BY TRANSFER CARD.

Into Division—

- 614—Ed. McCormic, from Div. 637.
- C. Hindman, from Div. 638.
- M. Chucovich, from Div. 497.
- N. W. George, from Div. 505.
- 155—Marion A. Surhart, from Div. 218.
- 23—G. W. Downing, from Div. 24.
- 145—John J. Loftus, Geo. Simmons, D. E. Cummings, O. V. Seymour, John H. Wicks, Chas. S. Newell, C. J. McMaster, Wm. S. Devine, from Div. 105.
- 158—M. J. Smith, from Div. 430.
- 110—P. D. Brown, from Div. 4 5.
- 24—W. D. Reimsmith, from Div. 9.
- 510—R. E. Knight, from Div. 535.
- 589—A. W. Strang, from Div. 77.
- 684—G. W. Carroll, from Div. 432.
- 238—A. W. Quinn, from Div. 497.
- 269—E. L. Wright, from Div. 145.
- 360—Michael Evans, from Div. 115.

- 23—W. C. Krider, from Div. 261.
 502—J. W. O'Neal, from Div. 151.
 620—Victor Lee Plummer, from Div. 637.
 265—J. J. Horton, from Div. 309.
 5—E. G. Lowe, from Div. 197.
 Wm. Meyers, from Div. 184.
 648—Timothy S. Kirkland, from Div. 449.
 J. M. Chapman, from Div. 85.
 453—W. M. Hedges, J. W. Bowersock, A. L. Sharp, from Div. 242.
 Geo. Elliot, from Div. 587.
 680—C. L. Gorman, from Div. 573.
 453—Thos. McKeever, from Div. 435.
 205—E. Dills, from Div. 498.
 685—S. H. Boyer, C. V. Dengler, B. M. Elder, U. G. Hawbecker, T. M. Horn, Jesse H. Hyde, Geo. E. Hamburg, Joseph Keible, S. W. Long, Harry Myers, John H. Neff, S. H. Sweegert, John Sweegert, J. J. Steinbaugh, J. E. Turner, E. J. White, D. D. Zug, E. D. Nuckles, W. E. Hyssong, from Div. 74.
 613—W. G. Tawse, from Div. 153.
 671—Chas. E. Norton, from Div. 494.
 Stephen West, from Div. 266.
 239—W. S. Mell, from Div. 498.
 561—A. B. Adams, J. E. Adams, E. T. Carpenter, R. J. Dickenson, R. L. Fox, J. D. Hite, J. K. Hicks, E. D. Hawks, M. B. Horton, W. F. Harris, Edw. E. Kuhn, F. L. Koontz, C. M. Moncure, R. W. O'Brien, R. K. Powell, W. L. Snelson, H. E. Tate, from Div. 532.
 110—J. C. Luna, C. O. Willey, from Div. 55.
 565—Chas. S. Wiles, from Div. 260.
 251—Chas. H. Baty, from Div. 179.
 434—L. D. Smith, from Div. 305.
 592—N. A. Scott, from Div. 262.
 683—Harry L. Bosford, Newton W. Bennett, Wm. Bowman, E. H. Brown, Wm. Belzig, Edward Costello, Jas. Coleman, John DeGraff, H. W. Dunning, Thos. J. Griffin, Gilbert D. Hadden, Chas. W. Hanrahan, Jas. Hughes, Chris. H. Kruse, August W. Lockman, Mooten A. Lea, Jonas McCreary, Richard McKeown, Edward Murdock, John D. Pollard, Chas. W. Richardson, Geo. Rowbottom, John Selke, Horace G. Williams, from Div. 404.
 52—John H. Plumer, Jas. Burgan, Geo. F. Oskendrop, from Div. 51.
 685—L. Dornberger, J. L. Talhelm, from Div. 52.
 363—W. T. Shepherd, from Div. 239.
 439—Wm. R. Alden, N. T. Harris, F. A. Butler, Chas. E. A. Peck, E. W. Pitts, from Div. 63.
 664—F. F. Tunnel, Waldo M. Thompson, Robt. F. Lipscheid, Chas. Glass, from 161.
 419—D. R. Cafferty, from Div. 145.
 589—Frank B. Childs, from Div. 77.
 James G. Corke, from Div. 205.
 301—C. E. Jones, from Div. 156.
 A. A. Jones, J. R. Spaulding, from Div. 401.
 E. D. Foster, from Div. 584.
 222—Walter M. Jones, from Div. 238.
 435—M. N. Tatum, from Div. 539.
 258—Giles C. Cole, from Div. 270.
 416—M. M. McFeaters, J. E. Armstrong, Harry L. Shearer, from Div. 472.
 J. D. McGough, G. W. Ault, Jr., from Div. 325.
 Percy S. Tyler, from Div. 370.
 199—Albert Towney, from Div. 460.
 Frank Cooke, from Div. 570.
 603—J. L. Thompson, from Div. 363.
 479—E. J. Murphy, from Div. 247.
 570—J. W. Patton, from Div. 614.
 F. A. Lindsey, from Div. 453.
 J. L. Caine, from Div. 594.

WITHDRAWALS.

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|-----------------------|-----------------------|
| <i>From Division—</i> | <i>From Division—</i> |
| 621—P. T. Burk. | 167—C. Bosworth. |
| 35—H. F. Page. | 89—A. J. Shapler. |
| 91—Peter Beliveau. | |

REINSTATEMENTS.

- | | |
|---|-----------------------|
| <i>Into Division—</i> | <i>Into Division—</i> |
| 37—S. H. Harter. | 405—B. W. Comstock. |
| 220—J. J. Rawlins. | 82—Wm. R. Wyre. |
| 199—L. B. Heath. | 224—Thos. Bruce, |
| 592—D. E. Salaway. | A. J. Pope. |
| 527—M. C. McManus. | 586—Harry S. Cutten. |
| 19—A. W. Watkins. | 4—C. W. Winzenreid. |
| 534—L. H. Yetman. | 218—C. C. Conklin. |
| 434—F. H. Morgan. | 462—John Helvie. |
| 279—H. D. Corwin, from defunct Div. 258. | |
| 179—B. F. Loucks, with consent of Div. 444. | |
| 54—Geo. C. Smith. | |
| 155—Thos. O'Brien, from defunct Div. 23, by consent of Grand Chief. | |

SUSPENSIONS.

- From Division—*
 401—B. F. Lombert, 6 months, unbecoming conduct.

EXPULLED.

FOR NON-PAYMENT OF DUES.

- | | |
|-----------------------|-----------------------|
| <i>From Division—</i> | <i>From Division—</i> |
| 471—F. H. Bohm. | 360—John Aldrich. |
| Geo. H. Jolley. | 114—N. M. Sharly. |
| A. H. Jolley. | 24—B. M. Young. |
| K. Cresap. | 435—F. B. Lewis. |
| W. F. Beller. | 217—H. E. Root. |
| B. S. McGregor. | 128—Geo. Ellison. |
| 342—James Irwin. | 13—A. H. Wilson. |
| 410—H. B. Nickell. | 665—E. A. Corkill. |
| 500—Ben Donly. | 239—R. Pettenger. |
| 71—H. D. Carrell. | 196—A. J. Wager. |
| Geo. Henry. | 296—C. E. Hamilton. |
| 570—Geo. Barrett. | |

FOR OTHER CAUSES.

- 136—Hunter Ferry, for non-payment of dues and insurance.
 219—J. S. Freeman, for forfeiting insurance.
 96—H. P. Dempsey, for forfeiting insurance.
 283—C. J. Very, for forfeiting insurance.
 435—C. B. Honneycutt, non-payment of dues and violation of obligation.
 H. N. Porter, non-payment of dues and violation of obligation.
 W. T. Porter, non-payment of dues and violation of obligation.
 B. F. Eidiner, for deserting his family and unbecoming conduct.
 332—W. F. Mitchell, for intoxication.
 58—Wm. Stillwell, forfeiting insurance.
 150—Ephraim E. Hawley, neglecting his family.
 96—Clifford Drake, not taking out insurance.
 Wm. Sutter, forfeiting insurance.
 595—Larry Welsh, non-payment of dues and unbecoming conduct.
 239—J. E. Donahoe, non-payment of dues and forfeiting insurance.
 362—Ed. Jacobson, drunkenness.
 473—Frank Beckert, forfeiting insurance.
 394—Chas. Kuhn, non-payment of dues and non-attendance.
 Chas. Johnston, forfeiting insurance.
 616—G. A. Fritz, J. C. Shaw, Jas. Bottomly, for violating Sec. 12, page 69. Recommended by Div. 178, as per Sec. 56.
 440—Jas. M. Burke, violating obligation as covered by Sec. 46, page 31, of Constitution.
 448—M. T. McCarty, drunkenness.
 554—C. B. Wells, A. H. Johnson, forfeiting insurance.
 237—E. A. Singleton, failing to take out insurance and non-payment of dues.
 45—The expulsion of Bro. A. P. Dawson, listed in August, on appeal to the G. C. E., was declared illegal and ordered expunged from the records.
 591—H. F. Ackley, listed as expelled in August, was an error. T. J. MORTON, F. A. E.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have renewed our arrangement with the Webb C. Ball Watch Co., Cleveland, O., for an unlimited number of watches as premiums; watches that are guaranteed to be O. K. in every respect, and will be given as premiums under the following conditions:

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$20.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard, 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

Mr. C. H. Salmons, Editor JOURNAL:

DEAR SIR AND BROTHER:—The 19-jewelled Webb C. Ball gentleman's watch has been received O.K. The case selected by you was perfectly satisfactory, as is the watch. I think some one in each Subdivision should work for one of these splendid premiums, as well as for the interest of the JOURNAL, and through it, the order. With many thanks for the watch, I remain
Yours fraternally,

C. K. TALIAFERRO, C. E. Div. 595.

A large number of Brothers can obtain one of these excellent watches if they make an effort, and will help the JOURNAL as well as themselves. EDITOR.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

CHANGE OF ADDRESS.

Name..... Division No.....

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Postoffice..... State.....

OLD ADDRESS.

Postoffice..... State.....

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 48-51.

SERIES G.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, Sept. 1, 1905.

To the Division Secretaries L. E. M. L. and A. I. A. :

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association :

Four Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or

postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst.	Name.	Age.	No. of Div.	Date of Admission	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
1	E. S. Rutledge	47	669	Sept. 23, 1903.	June 2, 1905	Killed.....	\$1500	Kate J. Rutledge, w.
2	Geo. Pruitt	37	156	June 7, 1901.	June 20, 1905	Killed.....	1500	Mrs. Geo. Pruitt, w.
3	R. E. Mitchell	36	568	Oct. 4, 1900.	June 25, 1905	Killed.....	1500	Mrs. Nora Mitchell, w
4	R. E. Astell	54	575	July 10, 1904.	July 3, 1905	Cholera morbus.....	750	Mrs. Merced Astell, w
5	A. A. Neiderstald	50	304	Nov. 6, 1904.	July 5, 1905	Killed.....	1500	C. Neiderstald, son.
6	Chas. R. Kendall	32	61	Nov. 18, 1903.	July 5, 1905	Killed.....	750	Mrs. I. B. Kendall, w
7	J. H. Holladay	41	334	Mch. 17, 1902	July 6, 1905	Killed.....	1500	Mrs. E. D. Holladay, w
8	Jno. F. McCallen	30	325	June 4, 1905.	July 7, 1905	Typhoid fever.....	1500	Mrs. M. McCallen, w
9	I. N. Chandler	34	267	Oct. 29, 1904.	July 8, 1905	Killed.....	3000	Mrs. C. Chandler, w
10	W. R. Lang	33	76	April 3, 1903	July 8, 1905	Hemorrhages.....	750	Annie Long, sister.
11	O. C. Henry	43	155	July 17, 1890.	July 9, 1905	Killed.....	3000	Mrs. Eliz. Henry, w
12	I. Schofield	45	381	Nov. 8, 1897.	July 10, 1905	Heart failure.....	3000	Mrs. M. Schofield, w
13	Dan L. Shelb	57	245	April 10, 1894.	July 11, 1905	Paresis.....	3000	Mrs. M. E. Myers, d
14	W. E. McCarter	67	340	Oct. 8, 1889.	July 11, 1905	Heart failure.....	1500	Mrs. L. E. McCarter, w
15	C. K. Williams	45	146	Apr. 1, 1903.	July 14, 1905	Killed.....	3000	Mrs. F. J. Williams, w
16	Jas. L. Lyke	42	613	July 17, 1904.	July 14, 1905	Killed.....	1500	Mrs. L. M. Lyke, w
17	H. E. Adams	47	71	Apr. 22, 1900.	July 15, 1905	Peritonitis.....	1500	Mrs. M. A. Adams, w
18	F. E. Copeland	31	383	Feb. 3, 1904.	July 15, 1905	Killed.....	3000	Mrs. C. Copeland, m
19	C. O. Speer	36	386	Apr. 29, 1900	July 15, 1905	Right leg ampt'd.	1500	Self.
20	Hill Harvey	45	473	June 7, 1888.	July 16, 1905	Morphine poison'g	4500	Mrs. S. Harvey, w.
21	Wm. S. Whelan	34	531	Jan. 9, 1904.	July 16, 1905	Killed.....	4500	M. V. Whelan, w & d.
22	Jas. A. Clark	51	421	Jan. 5, 1892.	July 18, 1905	Killed.....	1500	Estate.
23	E. R. Blackman	33	222	June 14, 1905.	July 20, 1905	Killed.....	1500	E. G. Blackman, w.
24	C. E. Thompson	39	566	Apr. 19, 1895.	July 21, 1905	Killed.....	3000	Mrs. J. Thompson, w.
25	T. M. Glazier	46	436	Oct. 15, 1903.	July 22, 1905	Right arm ampt'd	3000	Self.
26	B. Davis	45	193	May 22, 1893	July 22, 1905	Appendicitis.....	3000	Mrs. S. M. Davis, w.
27	J. L. Maddox	33	648	Nov. 1, 1904.	July 25, 1905	Bilious cholice.....	1500	Mrs. M. Maddox, w.
28	Jacob Stevens	60	336	Sept. 12, 1893	July 26, 1905	Killed.....	3000	Mrs. Jacob Stevens, w
29	Jas. Hall	49	478	June 17, 1902	July 27, 1905	Hemorrhage.....	1500	Mrs. Rose Hall, w.
30	Jas. M. Wilson	50	195	Mch. 1, 1902.	July 27, 1905	Killed.....	3000	Mrs. Sophia Wilson, w
31	Wm. N. Horton	47	182	Sept. 24, 1887.	July 29, 1905	Killed.....	3000	Mrs. Annie Horton, w
32	J. H. Boyd	44	331	Dec. 15, 1901.	July 29, 1905	Yellow tropy of liv	1500	Sal. Min. & Bert. Boyd, s
33	J. H. Mohler	48	74	Dec. 4, 1893.	July 30, 1905	Pneumonia.....	1500	Mrs. Sallie Mohler, w
34	A. K. Manwiller	38	99	Jan. 18, 1903.	July 31, 1905	Killed.....	1500	Mrs. C. Manwiller, w
35	Geo. B. Clark	60	283	Oct. 22, 1881.	July 31, 1905	Killed.....	4500	Mrs. Isabel Clark, w.
36	C. J. Jones	35	332	Aug. 24, 1898.	July 31, 1905	Killed.....	3000	Mrs. M. C. Jones, w.
37	Edw. McDonald	42	369	May 10, 1902.	Aug. 1, 1905	Appendicitis.....	3000	Mrs. C. McDonald, w
38	Harry Williams	40	7	Mch. 27, 1904.	Aug. 3, 1905	Heart failure.....	1500	Mrs. C. E. Williams, w
39	H. A. Moore	32	284	Oct. 14, 1901	Aug. 3, 1905	Killed.....	1500	Mrs. L. L. Moore, w.
40	Wm. Mooney	48	157	July 15, 1891.	Aug. 4, 1905	Killed.....	1500	Mrs. Wm. Mooney, w
41	M. C. Berry	48	178	Dec. 8, 1903.	Aug. 4, 1905	Hemorrhage.....	1500	Mrs. Alice R. Berry, w
42	O. C. Beach	47	58	June 23, 1887.	Aug. 4, 1905	Killed.....	4500	Mrs. Adale Beach, w
43	H. J. Dale	43	382	Feb. 11, 1903.	Aug. 4, 1905	Killed.....	1500	Mrs. Julia Dale, w.
44	John B. Hall	41	309	July 12, 1897.	Aug. 5, 1905	Hemorrhage.....	4500	Mrs. Sadie M. Hall, w
45	Thos. A. Dunn	42	169	June 29, 1905.	Aug. 6, 1905	Killed.....	3000	Mrs. Eliz. Dunn, w.
46	S. M. Peterson	57	498	Sept. 13, 1887.	Aug. 8, 1905	Killed.....	1500	Neppie Peterson.
47	Wm. H. Partlow	52	11	Nov. 12, 1893.	Aug. 8, 1905	Killed.....	1500	Mrs. W. H. Partlow, w
48	G. F. Werblow	43	66	May 6, 1900.	Aug. 9, 1905	Diabetes.....	1500	Mrs. E. Werblow, w.
49	Wm. J. Diner	39	26	Nov. 4, 1901.	Aug. 10, 1905.	Blood poison.....	4500	Mrs. M. A. E. Diner, w
50	N. H. Murphy	47	287	Jan. 24, 1898.	Aug. 10, 1905.	Killed.....	1500	Mrs. A. L. Murphy, w
51	Jas. M. Dickson	50	12	Aug. 28, 1885.	Aug. 15, 1905.	Paralysis.....	4500	Maggie E. Dickson.

Total number of claims, 51. Total amount of claims, \$117,750.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Jan. 1, 1905	Mrs. Mary Myers	699	R. B. Hickok.....	120	\$1500
S pt. 8, 19 4	H. H. Getman, guardian.....	755	L. A. Buchner.....	502	1500
Jan. 30, 1905.	Memphis Trust Co.....	801	B. Schimelpfenig.....	182	3000
Feb. 8, 1905.	Mrs. Marie Auclair.....	802	B. Tremblay.....	91	1500
Mch. 4, "	Mrs. Annie Algeo.....	805	F. J. Mills.....	208	1500
" 9, "	Mrs. Cecelia Davis.....	808	W. H. Cleveland.....	224	300 0
" 11, "	Edward J. Douglar, guardian.....	810	C. McCrossin.....	261	1500
" 15, "	Mrs. Annie Stout.....	812	H. F. Michaels.....	28	3000
" 16, "	Mrs. Kittie Dunham.....	813	E. A. Wright.....	10	15 0
" 18, "	Mrs. Z. Pierce.....	817	J. W. Green.....	223	4500
" 26, "	Mrs. Sarah A. Huntzinger.....	828	C. C. Bowen.....	250	1500
" 29, "	Mrs. A. C. Hotchkiss.....	833	James Carl.....	60	3000
" 30, "	{ Mary L. Haney..... } { Geo. I. Haney..... }	836	S. Garabrant.....	53	3000
Apr. 1, 1905.	Utica Trust & Deposit Co.....	838	F. Bosley.....	441	3000
" 1, "	Mrs. Adelia Barr.....	840	S. Garabrant.....	53	3000
" 3, "	Mrs. Mabel Little.....	843	W. Tomlinson.....	57	1500
" 9, "	Mrs. Laura White.....	851	S. Garabrant.....	53	750
" 11, "	Mrs. Anna Brenman.....	854	C. McCrossin.....	263	3000

Acknowledgments—Continued.

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Feb. 26, 1905	Mrs. Mary E. Welshaus.....	857	A. H. Butler.....	325	\$1500
Apr. 7, "	Charles R. Carliug.....	862	G. M. Couch.....	30	1500
" 4, "	M. J. Dimond.....	863	W. A. Kempton.....	61	750
" 8, "	S. F. Malone, guardian.....	864	John F. Doherty.....	213	1500
" 8, "	Mrs. D. E. Gillis.....	865	F. W. Clow.....	232	3000
" 9, "	Mrs. Helen Cosgrove.....	866	W. F. Olewine.....	421	750
" 14, "	Mrs. E. Lalumiere.....	867	A. Beaudry.....	388	1500
" 14, "	Theo. Smock.....	868	J. F. Bruner.....	43	4500
" 15, "	John Baum.....	869	C. H. Burn.....	340	1500
" 17, "	Mrs. Myra A. Wheeler.....	871	J. L. Kennedy.....	74	730
" 17, "	Mrs. Jennie Horan.....	872	G. H. Witherell.....	77	1500
" 17, "	{ Elizabeth Cox.....	873	E. C. Johnson.....	109	3000
" 17, "	{ Mrs. Mary J. Scudder.....				
" 18, "	W. S. Blackman.....	874	J. C. McLain.....	332	3000
" 18, "	Mrs. Emma D. Wey.....	875	R. H. Edmiston.....	315	1500
" 19, "	Mrs. Annie E. Hammond.....	877	I. B. Cochran.....	589	750
" 19, "	Mrs. Mary E. Mead.....	878	James McDonnell.....	537	750
" 2, "	Mrs. Jane Krapf.....	880	A. M. Garner.....	37	3000
" 22, "	George Hurst.....	881	C. McCollum.....	66	1500
" 22, "	Mrs. Nellie Howal.....	882	A. Delhamme.....	366	3000
" 23, "	M. S. Kate E. Beckett.....	883	Fred Kullman.....	160	1500
" 23, "	Mrs. Anna M. Honodie.....	884	A. M. Garner.....	37	1500
" 24, "	M. S. Lizzie Henry.....	885	G. R. Lees.....	192	1500
" 24, "	Mrs. Nellie McLain.....	886	L. A. Thomas.....	492	1500
" 25, "	Mrs. Badora Arnold.....	887	W. J. Fitzgeraid.....	523	3000
" 25, "	Mrs. Elizabeth Cottan.....	888	F. L. Nimnicht.....	289	3000
" 26, "	{ Lizzie M. Peterson.....	890	Geo. H. Feetham.....	149	3000
" 26, "	{ Rachel M. Fraser.....				
" 26, "	{ James K. Fraser..... } Guardian				
" 27, "	Mrs. Nellie G. Mayes.....	892	F. L. Nimnicht.....	289	1500
" 28, "	Mrs. Phoebe Annon.....	894	Theo. Lowe.....	302	1500
" 29, "	Mrs. Louisa Canterbury.....	895	W. J. Wilson.....	139	3000
" 30, "	Patrick Kittrick.....	896	E. W. Doner.....	536	750
" 30, "	Mrs. Jane Sicker.....	897	E. A. Montague.....	46	1500
May 1, "	{ L. L. Sherwood.....	898	R. W. Harrison.....	342	3000
May 1, "	{ Harry E. Sherwood, jr.....				
May 1, "	{ W. E. Sherwood, guardian.....				
" 3, "	Mrs. May Sage.....	899	Charles M. Warren.....	73	1500
" 3, "	Mrs. Hannah Wagner.....	900	W. H. Cunningham.....	39	1500
" 3, "	Mrs. Emma Todd.....	901	W. E. Boynton.....	260	1500
" 5, "	Mrs. Mary F. Coleman.....	902	C. Caskey.....	54	3000
" 6, "	William Finnegan.....	903	C. D. Day.....	460	3000
" 6, "	Mrs. Ida M. Hawkins.....	904	J. W. Stipp.....	393	4500
" 7, "	Mrs. Sarah O'Leary.....	906	O. Finnegan.....	23	4500
" 8, "	Mrs. Frances S. Cole.....	907	Orlando Landis.....	143	3000
" 9, "	C. J. Young.....	908	John F. Fox, jr.....	157	1500
" 9, "	Mrs. Grace E. Crevey.....	909	S. Garabrant.....	53	3000
" 11, "	Mrs. L. Thomas.....	910	J. L. Kennedy.....	74	3000

Financial Statement.

CLEVELAND, O., Aug. 1, 1905.

MORTUARY FUND FOR JULY.

Balance on hand July 1, 1905.....	\$265,499 49
Paid in settlement of claims.....	141,750 00
Surplus.....	\$123,749 49
Received by assessments 907-10 and back assessments.....	\$104,389 21
Received by assessments 962-67.....	1,371 12*
Received by members whose insurance was carried by Association.....	42,070 \$106,181 03
Total.....	\$229,930 52
Mortuary fund.....	131 890 12
Special mortuary fund*.....	98,040 40
Balance on hand July 31, 1905.....	\$229,930 52

EXPENSE FUND FOR JULY.

Balance on hand July 1, 1905.....	\$ 9,108 89
Received from fees.....	365 67
Total.....	\$ 9,474 56
Expenses during month of July.....	1,377 74
Total in Bank July 31, 1905.....	\$ 8,096 82

* The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of

Statement of Membership.

FOR JULY, 1905.

Classified, represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid assessments 907-10.....	4,140	24,404	10,106	1,660
Members from whom assessments 907-10 were not collected.....	499	1,987	580	15
Members carried by the Association.....	2	130	290	21
Applications and reinstatements received during month.....		381	88	22
Totals.....	4,641	26,902	11,064	1,718
From which deduct policies terminated by death, accident, or otherwise.....	16	56	29	4
Total membership July 31, 1905.....	4,625	26,806	11,035	1,714

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BROTHERHOOD OF
LOCOMOTIVE ENGINEERS
MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
807 SOCIETY FOR SAVINGS BLD'G, CLEVELAND, O.

Vol. XXXIX.

OCTOBER, 1905.

NUMBER 10.

Lady Holland's Debt.

BY SIBYL C. MITCHELL.

Stitch, stitch. How busily the bright needle darted in and out of the pretty silk, catching some stray sunbeams on its gleaming point—sunbeams that flickered first on the gilded picture frames, then on the carpet's wonderful blue roses, lastly on the curly head of the little seamstress, who sat sewing near the window. The casements were thrown wide open, and in with the sunshine came whiffs of freshly mown lawns,

sweet peas, and syringa from the old-fashioned garden outside.

The summer's beauty made the industrious worker sing lightly to herself though, heaven knows, there was not much cause for song in little Cissy Blackwood's life unless it were that she was the belle of Molesley, and had the brightest brown eyes and the sunniest curls you could wish for. And it was only the village boys who discovered how charming and refined Cissy was, and how melodious the clear voice that was now daring to carol within the gloomy walls of Holland Court.



ROOM IN RAILROAD EMPLOYEES' HOME, HIGHLAND PARK, ILL.

Mr. Anstey Cheshurst, second son of the widowed Lady Holland, found quite a number of excuses which carried him into his mother's boudoir, where the clever fingers made up elaborate toilettes for his womenfolk. Ah! those dresses, those hours of patient labor. Many a month had Cissy waited, and many a month more was she likely to wait for the money which was owing to her.

Such a large sum that it was sufficiently alarming to cause another line beneath Lady Holland's eyes as she planned and plotted each wakeful night on the difficult problem, viz., how to keep up "appearances," rank, Holland Court, and a town residence on next to nothing a year. True, her eldest daughter was disposed of to a penniless young baronet—oh dear! that trousseau, how the money did mount up—but there were still three damsels for sale. So far their education, smart dresses, and no lack of wearying accomplishments had failed to have the desired effect, and no one seemed disposed to pay Lady Holland as a chaperon seeing what a difficulty she had in settling her own daughters.

Still, rich Miss Ingots, her present guest, seemed undoubtedly impressed with her unmarried son, with his handsome bearing and ready tongue. His sole income, a legacy, was only small compared with the figures of the lady's fortune, his "wild oats" were well known in Molesey, but beauty covers a multitude of sins, so Miss Ingots approved of him, faults and all.

So far, so good. But Anstey, well aware of his mother's intentions, took a wicked delight in alternately petting and teasing the heiress, delaying all efforts to secure this golden treasure with the most irritating coolness. He knew quite well how to charm Miss Ingots, and he knew equally well how to fascinate pretty Cissy Blackwood until that simple maiden imagined him to be the perfect ideal of manly attraction. And Anstey enjoyed himself thoroughly, increased the number of stolen interviews, and looked down admiringly at the lovely face that brightened at his coming. He had always preferred wild roses to gardenias.

"You must not come and talk to me any more, Mr. Anstey; it would vex her ladyship terribly if she found it out. Please keep away," said Cissy. But her voice lacked emphasis, and Anstey did not keep away. Though tolerably in awe of his lady mother, he thoroughly enjoyed stealing a march on her and the sedate Miss Ingots, who, poor thing, could not purchase Cissy's youth and sweetness—in spite of the tempting advertisements—with all her wealth.

The first steps were soon taken, others

followed quite naturally. Anstey found out where the young seamstress lived and was to be found at the gate a great deal too often, so Cissy said, but as she smiled irresistibly up at him while saying so the culprit was not deterred from coming again at the first opportunity.

Anstey was honorable enough to feel both worried and indignant on learning the extent of his mother's debt when Cissy confided to him how very much she would like the money.

"I shall feel quite rich then," said Cissy joyfully, "for I have quite a lot of money in the bank. You see I have nobody to spend it on, for I haven't a relation in all the world."

"Lucky little woman," sighed Anstey.

"Ah, I don't know about that. You like to belong to someone and feel they care about you."

"You know I care."

The remainder of the conversation was incoherent.

"Your account shall be settled in a week or two," my lady promised with the air of one who confers an unspeakable benefit. "I have overlooked it for quite a long time, but there have been so many things to see to."

What kindness! What condescension! Cissy was surely to be envied as she folded the costly brocade round my lady's gaunt figure, murmuring inaudible thanks with her mouth full of pins. And yet the weeks passed by and no money appeared. Cissy began to feel more and more anxious. She grew restless under my lady's calm patronage.

Perhaps it was the memory of a certain face, the echo of whispered words, that caused the patient worker to wait still longer, planning fresh attire with unflinching cleverness and success. Even Miss Ingots in her Parisian creations looked over-dressed and vulgar beside the perfect taste and cut of Lady Holland's gowns. So thought my lady herself as she glided down the passage to her boudoir—still, for the want of space, a temporary work-room—and her noiseless footsteps enabled her to witness a very interesting scene within.

The half-opened door revealed Cissy sitting idly at the table, a mass of silk and chiffon lying untouched in her lap as she listened eagerly to her companion's talk. On the table, perilously near her ladyship's new bodice, sat Mr. Anstey Cheshurst leaning forward to admire more fully the brown eyes that watched him with such unfeigned admiration. I cannot actually declare that my lady's hair stood on end, perhaps had it cost less it might have done so, but at any rate her eyes flashed with indignant anger and her

bony fingers could have torn Cissy to pieces with the greatest pleasure. It would never, never do for Anstey to flirt, however harmlessly, with this ignominious little worker, (Lady Holland, a chemist's daughter, had gone to the same school as Cissy's mother, the daughter of a farmer.) Goodness could only conjecture what Miss Ingots might do if she ever suspected such a thing. Anstey must be made to see that amusement with the bourgeois was too dangerous in their present position—of course she did not consider for a moment Cissy's feelings in the matter. People of that class, my lady said, were mercifully born without feelings. Certainly she ought to have known. Anger quickened her usually deliberate movements, but she was yet too slow to prevent a scene that positively paralyzed her. Anstey, jumping lightly down from his undignified seat, said a

few loving words to Cissy and kissed her dimpled chin with ardor. His mother shivered from head to foot and glared at the unconscious pair with helpless fury.

Her scapegrace son then quitted the room as his mother swept in by the second door nearly speechless with wrath. It was a pity Anstey did not look around before he closed the door; he little guessed the tableau he left behind him, and yet, Lady Holland, what did you ever do that gave you the right to look down on that shrinking little maiden with such scorn and bitter contempt? I own she is a foolish little creature, for she pays her small bills regularly, helps those who cannot repay her, and never wins money by gambling with those who cannot afford to lose. It certainly could not have been with any feeling of conscious merit that Lady Holland frowned at the startled face, which



IN THE HOME AT HIGHLAND PARK, ILL.

L. H. Griffith,
No. 207, B. of R. T.

H. J. Ryan,
B. of L. R., 33.

Jos. J. Bellaire,
No. 26, B. of L. F.

T. W. Powell,
O. R. C. 59.



FOURTEEN INTERSTATE COMMERCE COMMISSION INSPECTORS AT THE RAILWAY MEN'S HOME, HIGHLAND PARK, ILL.

W. R. Wright, O.R.C. 1, F. C. Smith, O.R.C. 48, J. H. Stricklan, O.R.C. 336, J. P. Ensign, B. L. E. 186, C. F. Merrill, O.R.C. 399, G. B. Winter, B. R. T. 988, R. L. Gibbs, B. L. E. 604, J. R. Jones, G. E. Starbord, S. U. of N.A. 36, J. Cantlo, B. L. E. 248, R. K. Cullinane, B. L. E. 592, Burt C. Craig, B. R. T. 187, A. F. Duffy, B. R. T. 96, H. W. Belnap, B. R. T. 116.

seemed to say, "I couldn't help it, really I couldn't. Please forgive me."

"I witnessed your disgraceful conduct with my son, Miss Blackwood. You will have the goodness to collect your things instantly and leave the house. Your services are no longer required."

The tone brought a vivid color into Cissy's cheeks, and a curious, rather teasing twinkle danced in the brown eyes as she said demurely, "I was going to tell your ladyship that I could not come any more after to-day. I only came because your ladyship wanted this dress for your grandchild's christening."

"I would rather go in rags than keep you a minute longer in this house."

What did the girl mean? Was she mad? Or had Anstey discovered the debt and paid it? Hardly possible, for Anstey and his mother were generally in a state of petty warfare, and her numerous debts were carefully hidden from his critical eye.

"Perhaps you will have the goodness to explain what you mean?"

"When I said I was paid," explained Cissy, "I did not mean it was paid in money, but I have received what is more than its equivalent. For some time I hesitated out of respect for you, but your treatment exhausted my patience. I am all alone in the world, so—so—I—"

"Finish your sentence. I have yet to



C., R. I. & P. GOLDEN STATE LIMITED READY TO LEAVE TRENTON, MO., WITH BRO. C. J. MILLINGTON, OF 471, AT THE THROTTLE, AND JAMES H. HUDSON, LODGE 33, B. OF L. F., AT THE SCOOP, D. S. CREMMENS, O. R. C., 42, CONDUCTOR.—WILLIS J. MILLINGTON, PHOT.

"Certainly, your ladyship; and my account?"

It was no use reviewing empty purses, the money was not forthcoming, so Lady Holland took refuge in righteous indignation.

"Your account indeed! After the scandalous scene that has just taken place I wonder you have the effrontery to ask me. You may consider yourself extremely lucky, Miss Blackwood, if I do not warn everybody of your most disgraceful conduct."

"And the equally unpardonable behavior of your son," retorted Cissy, facing the angry woman quite calmly. "But you are right about the money, Lady Holland, it has been paid."

learn why Mr. Cheshurst troubled himself in my affairs."

"Your son has paid me no money; he could not do so. Unworthy though I am of the honor, I am your ladyship's daughter-in-law. Anstey knew it was hopeless to invite you to our wedding, so we were married quite privately at the Church of St. Andrew's yesterday. Good morning, your ladyship."—*London Tailor.*

October.

Ah, he is there—in the forest—yonder—
With his artists true and fine;
Flashing their magic over and under,
Turning water to wine!

Giving the maple scarlet tinges
In with their vivid green ;
Weaving the willow's delicate fringes
Into a golden screen.

Saffron hue in the poplar, showing
Pale by the crimson oak ;
Stroking the sumach, red, and glowing,
Veining the juicy poke ;

Softer shades for the hazel bushes,
Changing at every turn ;
Parting the bittersweet's hood for blushes
That make her round cheek burn.

Down by the reedy brook they muster
Meeting their next of kin ;
Touching the wild grapes' purple cluster,
Kissing the color in!

Orient dyes where the woodbine masses
Over the fences lean—
And then for the grasses—the plummy grasses
A rain of silver sheen!

Thine the picture, O favored creature,
Gaze with a gladdened heart ;
Love hath wrought it in every feature,
And Love is the soul of Art!

—E. C. Tompkins.

His Word of Honor.

He was only a child of sixteen and yet they were going to shoot him.

The company of the "Communards" to which he belonged had just been overcome and put to confusion by the army of Versailles, the government troops. Captured, his weapon still in his hand, with about a dozen of his comrades he had been brought with them to the commandant's headquarters.

Struck by his youth and the astonishing serenity of his face, the commandant gave orders that he should be placed on one side and guarded while the execution of his companions was attended to.

A printer's apprentice up to the time when the demon of war was let loose over France, he had lived a contented, happy life with his father and mother, peaceful workers themselves and totally unconcerned in matters of politics.

At the beginning of the war, his father had been killed by the Prussians. The privations of the siege, the long hours of waiting before the doors of the grocers and the butchers in the snow and the ice, had brought his mother to a weary bed of sickness on which she was slowly dying.

One day, when he had gone, like so many others, to gather some potatoes at the risk of his life, on the plain of St. Dennis, a Prussian bullet had hit him, lodging in his shoulder.

Later, half to win a little something to eat and half out of fear, he had thought it his duty to enroll in the army of the

Commune. Like so many of his comrades, the battlefields caused him keen regret. He had only condemnation for this fratricidal war. And now, when he was on the point of paying with his life for a thing which he had always hated, he could congratulate himself, at least, that he had not a single death with which to reproach himself.

Still, whether he had killed anyone or not, his own life was forfeit. The thought gave him a sad idea of the logic of things. But it mattered little to him now whether he lived or died. What he had seen and suffered during the last few months caused him a real fear of life. To be sure, it was hard to leave his mother struggling in this wicked world, but he consoled himself as best he could with the thought that probably she had not much longer to suffer. When he left her, four days before, she had been much weaker. "My poor boy," she said to him, "kiss me well, for I doubt indeed if I ever see you again."

Ah, he thought, if they would only trust him; if they would only give him an hour's liberty, he would hurry to see her and then come back to those who seemed so eager to shed his blood. He would give them his word of honor to return, and he would do so. What was there to keep him?

He was lost in these sad reflections, when suddenly the commandant, followed by several officers, approached.

"It's your turn now, my man. You know what awaits you?"

"Yes, sir. I am ready."

"What! ready? Have you no fear of death?"

"Less than of life, sir. I have lived through such horrible things during the last six months that death seems beautiful in comparison."

"Still, if I gave you a chance to choose, all that you say would not make you hesitate for a moment. If I should say: 'Take to your heels and get out of here,' you would go quickly. Eh, young man? And you would not come back again?"

"Try me, sir. For the very rarity of such a thing, put me to the test. It is worth it. It matters little to you, one more or less to be shot. Liberty for a single hour, not more. You shall see how promptly I shall return and how little I fear death."

"H'm! You don't look like so much of a fool, as you take me for! Once free and away from here I suppose you will return as willingly to be shot as if you were going to meet your sweetheart! Not much!"

"But listen, sir. I know you are kind-hearted, and it is doubtless because you have a good mother, one you love more

than anyone. If, like me, you stood at the point of death, your last thought would be for her. You would bless the man who could give you the supreme consolation of embracing her for the last time. Ah! sir, do for me what you would wish someone else to do for you. Grant me an hour's liberty to say good-by to my mother and I give you my word of honor to return at the end of that time and yield myself to you."

The commandant strode up and down the room while the young fellow was speaking, rolling his mustache and trying in vain to hide the emotion that mastered him.

"My word," he muttered, "this mere lad talks like a lad of olden times."

Suddenly he stopped short before his prisoner, frowning, his face severe.

mandant, solemnly, after reflecting a moment. "You may go and say good-by to your mother. You have given me your word of honor to return at the end of an hour. Very well, I give you until this evening."

He walked away, followed by the guard. The boy was off like a shot.

Twenty minutes later he knocked at his mother's door. The neighbor who was taking care of her opened it for him. She uttered a joyful cry at the sight of the young fellow. Everyone believed him to be dead. He hastened towards his mother's door, but the woman stopped him.

"Do not go in," she said in a low voice. "Your mother is resting."

Impatient, the boy did not understand half of what she was saying. He thought he heard his name feebly called. On tip-



HOME OF BRO. A. H. KELLEY, MEMBER OF DIV. 534, TIPTON, IND.

"What is your name?"

"Victor Oury."

"Your age?"

"Sixteen the fifth of next July."

"Where does your mother live?"

"At Belleville."

"Why did you leave her? Why did you join the Communards?"

"We had to eat. And then the neighbors threatened to shoot me if I did not join them. They said I was plenty old enough to do my duty. My poor mother was frightened and advised me to do as everyone else did."

"Where is your father?"

"He was killed."

"When?"

"At Bourget."

"Oh, well, I understand," said the com-

mandant, solemnly, after reflecting a moment. He was not mistaken. She was awake.

"Victor," she said in a weak voice.

Without a word, her son clasped her to his breast. At her touch, all his courage gave way and he could only sob despairingly. His poor mother, her strength doubly restored at the sight of her beloved son, tried in vain to console him.

"Why do you weep so, dear child?" she whispered. "I shall never let you leave me again. You have nothing to fear. Tear off this horrible uniform, which I cannot bear to see. And as for me, I shall soon be well. I feel much better already, since you have come home. You shall find some work close by and soon all these hard days will seem only a terrible nightmare."

She embraced him several times, then, wearied, let her head sink back on the pillow and gave herself up to happy thoughts of the future.

Motionless, almost ashamed of his weakness, the boy tried silently to regain his self-control. When he looked up at last, strong once more, he saw that his mother had fallen quietly asleep. The sight restored all his energy. Perhaps a merciful Providence was helping thus to make more easy the accomplishment of his duty and sparing him a scene of desolation more heart-breaking than the first. He resolved to profit by it. Placing a long kiss on his mother's forehead, he watched her for a few moments while she seemed to smile at him, and then he quietly left the room and started back as quickly as he had come, without once looking around him or seeing a single person.

"What! Back already?" demanded the commandant, astonished.

"Did I not give you my word of honor?" replied the boy, steadily.

"Yes, but it seems to me you were in the d Dickens of a hurry. Without failing in your word, you might have stayed a little longer with your mother."

"Poor mother! After a scene of tears in which I felt all my courage dwindling away, tears of joy for her and tears of despair for me, she fell asleep, so calmly, so happily, that I had not the strength to wake her up in order to leave her anew forever. She was happy in the thought that I would never leave her again. Who knows, if, at the last moment, I should not have weakened? Now, sir, I have only one thing to ask of you and that is to do your duty and do it quickly."

The commandant looked at the boy, still more astonished, and in spite of himself, his eyes were wet with pity and admiration.

"And if I should pardon you and set you free?"

"Ah! sir, I should accept willingly, because of the happiness for my poor mother."

"H'm! You are an honest lad and you do not deserve so much suffering. You may go—but, first, give me your hand. Good, go now, and quickly. Return to your mother and continue to love her always."

As he spoke the kind-hearted commandant took the young man by the shoulders and pushed him gently outside.

"It would have been a terrible pity to do anything else," he said to his officers as he turned around.

Victor did not run, he flew, rather, back to Belleville. Happily, his mother was still asleep, but her sleep seemed restless. He dared not wake her, although he

longed to embrace her and have her share in his joy.

Presently she sat up, crying: "Victor!—my child! Ah, have pity! But you are here," she added awakening. "Is it indeed you?" As she spoke she pressed him closely to her, covering him with kisses. "Ah! my dear child!" she said. "I dreamed that they were going to shoot you!"

Work Precepts.

Sixty seconds make a minute,
So my father used to say;
What you've got to do, begin it,
Or 'twill not be done today;
For so fast the seconds fly,
You can't catch one—nor can I.

Sixty minutes make an hour,
So my mother used to tell;
While you've got the strength and power
Do your work and do it well;
Or at night you'll have to say,
"I've done nothing all the day."

Firefly.

Last summer I was staying for some weeks on the shores of the beautiful Lake George.

One lovely afternoon I was driving with my friend, Mrs. K—, and admiring her fine horses, who held up their spirited heads without the assistance of those detestable check-reins and waved their long, flowing tails safe from the brutal knife with which so many flint-hearted owners of fine horses hack off the tails of their helpless dumb property, and call the ugly mutilated stumps "stylish."

As we were driving along, Mrs. K— asked John, the coachman, to stop for five minutes at the house of her carpenter, and got out of the carriage to give some orders, leaving me to do what I always seize every opportunity of doing, that is, to talk with the coachman about horses.

He was a bright young fellow.

"Your horses do you credit, John," I began. "Their coats shine like satin."

"Oh, thank you, ma'am," said he, touching his hat. "I have had them going on five years, and I have never once laid a whip over their backs."

"Do you know much about horses?"

"Well, I have studied them a good deal, ma'am, and early in the summer I saved the life of a very valuable horse."

"Oh, do tell me," I cried, leaning forward.

He laughed and blushed, and said, "I'll do my best, ma'am. I must begin by telling you that all the country round about here knew of Mr. L—'s insane horse. They whipped him and shackled him, and

tried to cure him, but it was of no use, and now for two days he had refused all food, and was condemned to be shot.

"I thought a good deal about the poor creature, and the day before he was to be killed I asked Mrs. K— to let me drive over and see him. On the way I stopped at the Fort William Henry Hotel. A famous veterinary doctor, whom I once saved from the kick of a horse, was stopping there. I found him smoking on the piazza, and easily persuaded him to take his bag of instruments and medicine, without which he never traveled, and go with me.

'touch him up, Jake.' Before we could stop him Jake went into the next stall, and leaning over, gave Firefly a sharp tap on the side of his face.

"Instantly the horse threw up his head and dashed it from side to side. He backed out of the stall as far as the long strap would let him, and began to kick and prance furiously, his eyes ablaze, his nostrils distended, while the brutal crowd clapped and hallooed. The doctor and I watched him carefully, my heart full of pity, when all at once it came to me—I knew! yes, I knew what ailed him! and I suddenly cried out: 'Stop hollering, you



THE FIRST HORSELESS CARRIAGE BUILT IN DETROIT, MICH.

Bro. Thomas Sullivan, member of Div. No. 1, Detroit, Mich., put his mechanical genius to work in the early stages of the horseless carriage and had the above in running order in 1893, and he thinks he was the pioneer builder of the motor carriage in Detroit, since famous for its automobile manufactories.

"When we got to the stable there were a dozen idle fellows standing around and chaffing the groom. Poor Firefly stood trembling in his stall, with every little while a big shudder going all over him. The doctor and I went near, and he turned and looked at us. I do declare, ma'am, that I never saw such a hopeless, pleading look. It made a great choke come in my throat, and I dashed off some water from my eyes before those vagabonds could see it and make fun of me.

"'Oh, come!' said the big, rough loafer,

loafers; the horse is crazy with a jumping toothache!'

"A roar of contemptuous laughter greeted this discovery, but the doctor had already opened his bag and taken out a bottle of chloroform. He quickly saturated the towel, and watching his chance, threw it over poor Firefly's head.

"The creature lurched, trembled, and then began to sprawl like a drunken man, and we had hardly time to run to him before he fell heavily forward and rolled over on his side. With the help of two of the

more decent men, we caught him in time to lay him gently down, and then by the doctor's direction I sat lightly upon his shoulder, to prevent any possible movement, while the others held his feet.

"Then the doctor, holding the cloth over the nose of the horse, forced open his mouth. Oh! oh! What a sight it was! I hope, ma'am, never to see it again! An enormous abscess filled all one side, while the rest was purple with inflammation. Two back teeth covered by the ulcer were laid bare by the forceps of the doctor. They were decayed to the very roots.

"These have made all the trouble! he

"Upon hearing this, all the tramps and loafers lounged off.

"Presently poor Firefly moved feebly and opened his eyes. I got off his shoulder. He raised his head slowly while I patted and smoothed his flank and spoke kindly to him. 'It's all over, poor old fellow,' I said; 'you won't suffer much longer.'

"I am sure he understood me, for a soft gleam came into his eyes; then he seemed to pull himself together, and with a supreme effort got upon his legs trembling all over, while I just kept talking to him and cheering him up, the same as if he were a human being.



M. K. & T. ENGINE NO. 380, "COME ALONG" THE BOYS CALL IT. BRO. J. S. CARLISLE, E. OF L. R., 356, AT THE THROTTLE, J. STANGLE, B. OF L. F., 164, AT THE SCOOP, AND BROTHERHOOD CREW.

exclaimed, and in another minute he had yanked them out. He put more chloroform on the cloth, and taking a lancet from his bag, he cut deep into the abscess. Calling for an old towel, he softly pressed out all the stuff it held; then asking for a basin of warm water, poured some laudanum in it, and with a sponge he gently washed the suffering mouth and quivering, swollen gums; and then, removing the chloroformed cloth, he laid down the poor animal's head!

"Now, Jake," he said, 'go quickly and prepare a soft warm mash, and see if Mr. L— is in the house. I should like to speak to him.'

"By this time the groom had brought the warm mash, and Mr. L— came with him. The doctor put a strong sleeping potion in it, and I held it and coaxed him to eat. He began to eat slowly, with a wondering look in his eyes, as if he wished to know from where this blessed relief from torture had come. His mouth was still horribly sore, but the exciting cause was gone.

"We made him up a thick bed of soft hay, but the sleeping potion soon taking effect, the poor exhausted creature sank down and fell into a deep sleep. Then the doctor told Mr. L— of my 'inspiration,' as he called it, and Mr. L— begged

me to take a \$20 bill, with his thanks, but I wouldn't. I told him it was enough reward to have saved such a fine horse from being shot.

"Very well," he answered, "I will get even with you in some other way; and, as to the doctor," shaking hands with him, "you may be sure that your bill will be paid most cheerfully."

"And how did Firefly get on?" I asked, for I was very deeply interested.

"Oh, he picked up wonderfully. What with tonics and warm mashies and petting, he is one of the handsomest horses in this part of the country. Why!" exclaimed John, starting up in his seat, "I

ging each other: that is, Firefly had pushed John's hat off and was rubbing his head all over his shoulder, while John was petting the animal and calling him loving names.

Then Mr. L— jumped out of his dog-cart, and gallantly handed Mrs. K— into her carriage. John resumed his reins, and with cordial smiles and bows we went our different ways.

Don't let anyone dare to say, after this, that horses have no reason, sense or memory, as well as affection. Firefly knew well enough what John had done for him, and he never meant to forget it.—*The Horse World.*



SULPHUR CREEK DAM, FRANKLIN JUNCTION, MO.—COURTESY J. S. CARLISLE, DIV. 556.

do believe that is Mr. L— and Firefly coming this way now."

I looked up the road and saw a dog-cart with a groom behind, and a gentleman driving a splendid, bright bay horse, with no blinders nor check-reins, and flourishing a long, beautiful tail. The horse knew John instantly, and stopping of his own accord, tried to put his head into the front of the open carriage.

Just then Mrs. K— came out of the carpenter's shop, and this was the tableau she saw: I was holding the reins of her horses, Mr. L— sat motionless and smiling in his dog cart, while John, who had vainly tried to push back Firefly, had handed me the reins and jumped out, and he and the grateful creature were hug-

Bill Johnson on Religion.

I ain't no stickler, fellers,
On sich ez sects an' creeds,
But judges folks accordin'
To the natur' of thur deeds.

The man what's got religion
Dead solid in his heart
Will always face the music
An' do a hero's part.

Hit makes him give back money
Found layin' in the road,
Hit makes him help a feller
To lug along his load.

Hit makes him strong an' happy
Under any sort ov loss,
Hit makes him state pertick'le's
When tradin' off a boss.

Hit makes him hol' his temper
When wife or chillun frets;
Hit makes him save his money
An' pay his hones' debts.

No matter what arises,
He'll do the best he can,
In every deal you'll find him,
A straight, square man.

—Exchange.

Friday, Thirteen, and a Switch Engine.

"Friday 'n' the thirteenth coupled is a hard combination to play ag'in 'n' I had some misgivin's on goin' out that evenin'," said the fat engineer. "We were due to go out on No. 13, which is carded to leave at 11 P. M.

"Murphy didn't like it a bit, but I swung a bluff that it was all the same to me. We got down to the trainshed, 'n' lay 'round quite a space after our leavin' time, there bein' a wreck somewhere up the main line, 'n' the stationmaster holdin' us until they got a way through.

"As a fortified bluff on this superstitious business, I'd 'a' made Gibraltar look like the plains of peace, but I confess that my hair became less restive 'n' more apt to resume a reclinin' posture as the hands of my watch moved steadily onward toward midnight 'n' the prospects were good for two of our hoodoos bein' scratched and sent back when it got to be Saturday the 14th.

"Thirteen, the number of our train, however, would still be doing business at the old stand. However, I'm strong on grapplin' with 13 alone 'n' single-handed as a hoodoo.

"Shortly after midnight on Saturday the 14th, we got a signal to go along, with runnin' orders over the Bergen County, a short cut through the meaders, the main line still bein' blocked. This short cut 'ud make the way of the transgressor look like an asphalted boulevard, it's so rough 'n' crooked. Why, I came over there with a dairy 'n' egg train one night, 'n' when I got in the eggs were all scrambled 'n' the milk was churned to butter.

"After we got started I got my nerve again, 'n' mebbe we didn't do the first few miles of that old branch! Why, we'd 'a' made the Twentieth Century Limited look like a pushcart at parade rest.

"Goin' up through the swamps I could see a headlight flashin' 'n' scintillatin' through the trees, but paid no attention to it, thinkin' it was on the eastbound track. Just before we got to Ten Degree curve I stoops over to see what was the matter with the sand valve, 'n' when I straightened up again after gettin' it adjusted to my satisfaction, great jumpin', bumpin' blocks! if that headlight I saw

comin' through the swamp was'n't comin' straight at me on the westbound track.

"I could see it was a light engine, with no cars. It was one of 'em switchin' dinkies, 'n' looked like a watch-charm alongside the monster I was drivin'.

"My first impulse was to jam on the air 'n' do my best to stop, but by some very quick thinkin' I figured out that my engine 'n' the train behind it bein' heavy, we had more show by puttin' on full steam than if we'd slack up, so breathin' a prayer for the men on the other engine, I pulled her wide open 'n' dropped her down in the corner. From the speed we were goin' I saw that we'd come together right on the point of the curve. The light engine swingin' round, we had a good chance of knockin' her from the track.

"Murphy was down on his knees in the tank, prayin' for all he was worth, 'n' I closed my eyes in reverence, bracin' my feet 'n' waitin' for the crash. We lurched aroun' the curve as if we would leave the rails, but my engine kep' her pins. I heard a hissin' 'n' whirrin' noise by my ears 'n' a muffled concussion.

"Then I opened my eyes to find us straightenin' out on the straight track ahead 'n' movin' along as if nothin' had happened. The light engine was nowhere in sight. The thirteen was gettin' in its little knock.

"Murph, did you see an engine comin' toward us, then?" I say to Mike, thinkin' perhaps I'd been asleep.

"Sure 'n' I did," wails Murphy, 'n' we'll never git home aloive this night."

"Well, we stopped 'n' I looked aroun', assisted by the train crew. We could find no marks of a collision on my engine. The recent rains 'n' damp weather had left about fifteen inches of water coverin' the mud bottoms, to the right of the track. There was a little cloud of steam comin' off this lake, but as it was always more or less foggy there we thought nothing of it.

"The conductor thought I was givin' him a pipe dream, I guess, for, after a few minutes he suggested that we move on, seein' as we were some late anyway. I followed his suggestion.

"Before we got in with our train Saturday morning I'd fully resolved to quit the business, havin' seen so many strange things lately. When I reached the roundhouse I found a message from the master mechanic askin' me if I'd seen anythin' of switch engine 1318 along the Bergen County that night. She'd slipped her throttle at Cheechunk roundhouse 'n' the last seen of her she was beatin' it east on the westbound track at a forty-five mile an hour clip. She hadn't been seen east of Ten Degree curve.

"Well, sir, I had the solution 'n' I wired

it to 'em hotfoot. I told 'em they'd probably find her imbedded in the mud near Ten Degree curve.

"Yessir, that was her I saw comin' at me round that curve. She was goin' so fast, 'n' bein' light, with no cars to steady her, when she started to take the curve she jumped the rails 'n' buried herself in the mud 'n' water in the swamp a hundred feet to the right of the track. They dug her up, but never put her in commission again, as she was famous for runnin' away."—*New York Sun*.

"Boycott."

In his "Talk About Ireland," Mr. James Redpath describes his visit to Ireland in

need of bloodshed. You can get all your rights without violence.

"Call up the terrible power of social excommunication. If any man is evicted from his holding, let no man take it. If any man is mean enough to take it, don't shoot him, but treat him with scorn and silence. Let no man, no woman, talk to him or to his wife or children. If his children appear in the streets, don't let your children speak to them. If they go to school, take your children away. If the man goes to buy goods in a shop, tell the shopkeeper that if he deals with him, you will never trade with him again. If the man or his folks go to church, leave as they enter. If ever death comes, let the man die unattended, save by the priest,



COLORADO & SOUTHERN RY. TRAIN.—BRO. J. A. LACKY, DIV. 324, AT THE RIGHT; TO THE LEFT FRANK STREET, FIREMAN, B. OF L. F., 344.

1880. Mr. Redpath says that there was a fierce spirit brooding among Irishmen, and that if some bloodless but pitiless policy was not advocated, there would soon be killing of landlords and land agents all over the west of Ireland. Being called upon for a speech at the village of Deenane, in Connemara, he spoke before the tenants, whom American charity had kept alive since the preceding autumn, as follows:

"Well, now, let me talk very plainly about two tender topics. I honor every man who sheds his blood for his country or who is willing to do it. But there is no

and let him be buried unpitied. The sooner such men die the better for Ireland. If the landlord takes the land for himself, let no man work for him. Let his potatoes remain undug, his grass uncut, his crop wither in the field. This dreadful power, more potent than armies—the power of social excommunication—has been most used in our time by despots in the interest of despotism. Use it, you, for justice! No man can stand up against it except heroes—and heroes don't take the land from which a man has been evicted. In such a war the only hope of success is to wage it without a blow—but without pity.

"You must act as one man. Bayonets shrivel up like dry grass in presence of a people that will neither fight them nor submit to tyranny."

This was the thing. Now let us see how the name arose. We quote from "Talks About Ireland:"

Captain Boycott had won for himself the reputation of being the worst land agent in the County of Mayo. In addition to charging exorbitant rents, he compelled the tenants of the landlords for whom he was agent to work for him on his own farm at his own rates, so that they never actually received more than a dollar and seventy-five cents a week.

Mrs. Boycott went from cabin to cabin that night to coax the people to come and work for her husband at their own very moderate terms. They came.

When rent day came, Boycott sent for the tenants. His day of vengeance had dawned—as he thought—but it proved his day of doom.

Boycott issued the eviction papers and hired a process server and got eighteen constables to protect him.

Next morning when Mrs. Boycott went to buy bread, the shopkeeper told her that although she was a decent woman and they all liked her, yet the people couldn't stand that "baste of a husband of hers any longer," and they



A BUNCH OF DEER FEEDING IN COLORADO.—BRO. J. A. LACKEY, PHOT.

The land agitation suddenly aroused the tenantry to a sense of their power, which they could wield without violating any law, if they would combine and act as one man. The first use of this power against Boycott was made when he sent one summer for the tenantry of the estates for which he was agent to cut the oats on his own farm. The whole neighborhood declined to work for him. The willful old fellow swore he would not be dictated to—he had always dictated to them. So he and his nephews and his nieces and three servant girls and herdsmen went down to the fields and began to reap and bind. He held out three hours but could not stand it longer.

really couldn't sell her any more bread.

Boycott was isolated. He had to take care of his own cattle. His farm was of four hundred acres.

Boycott wrote to the *Times* and the English landlords organized a relief expedition; fifty men were hired and seven regiments of soldiers were sent to protect them. It cost the British Government \$5,000 to dig \$500 worth of potatoes.

The term Boycott was invented three days afterward by Father John O'Malley, who used it in the *Castlebar Telegraph*. The young orators of the Land League in Dublin took up the word, and it became famous at once.—*Metal Polishers' Journal*.

The Robber in the Berry Patch.

Wild strawberries were at their best when little Philip took the red basket an old Indian woman gave his grandmother long ago, and went to the pasture to get some berries, some real big ones, for his grandfather. Dot, the bob-tailed kitten, went along too. She had always been invited when anything was going on.

As he went through the sheep pasture, the old black ram stamped with his fore-foot and shook his head, but Philip got safely through the bars and found a nice patch of strawberries right there. He found some big checker berries, too, and put them in, and after a long time he

The basket was almost full when he heard a little bird call. "Tweet, tweet, tweet!" it said. "Oh," said Philip, "that means you want me to go away. Gran'pa told me that was what you meant when you said that. You have a nest here and I will find it."

Almost by accident he saw it hidden beside a stone in the long, dry grass. In it were three speckled brown eggs, no larger than the big blue bead on his mother's necklace. All the while the anxious ground-bird called to him: "Tweet, tweet! go away, go away!" Philip heard and understood, but he wanted those eggs as soon as he saw them. He knew they were not his, but



BRO. J. A. LACKEY, OF DIV. 324, WITH HIS DOG, AND MR. S. CHAPMAN, BRAKEMAN O. S. L. RY., HUNTING PRAIRIE CHICKENS, GATHERING IN NINE OF THE FEATHERED TRIBE.

had the basket more than half full. "Most 'nuff for a cake," he murmured. Then a great yellow and black butterfly came sailing by, almost as low as his head, and he had to set the berries on a flat stone and watch it till it floated slowly away over the wall.

Just as he began picking berries again, a little rabbit hopped around a blueberry bush and sat up to look at him. Its tail looked like a bit of cotton and its long ears flopped back and forth in a delightful way; but though bunny seemed asking him to come and play, Philip kept bravely at his work. "Have to get a lot for gran'pa," he said as he turned to his task again.

belonged to that dear brown bird. He must not steal. What would grandpa say if he should know? But he wanted just one. "Tweet, tweet!" cried the mother bird, coming nearer. How strange the egg looked on top of the berries! He covered it with his handkerchief as he went slowly down the hill toward the bars and the "tweet, tweet" grew fainter.

Then he thought: "That bird has two left. She won't care. Maybe gran'pa would not care much either." But just as he thought this he heard a voice calling loudly from an apple-tree: "Took, took!" How did that robbin know? She had not been there. It was not her egg. "What if I did take it?" he said to

himself, "I guess I can if I want to."

At that moment the bluejay screamed loudly from the top of a tall maple. Philip felt as if he had been accused openly. He knew what the jay said—he had heard it read from his own story-book. "Thief, thief!" called the jay again and flew away. Just at the gate of the orchard Dot came purring out to meet him. She was glad to see him, for she had given up following him when he was halfway to the pasture and now was out to welcome him back. "I guess my kitty won't care about just one egg," he said and rubbed her head affectionately. "See, Dot, what I have brought." But Dot did not understand at all, and when he put the egg before her she went off across the lot and never stopped till she was under the barn. "Oh, dear! I wish I had not picked these berries. I wish I had never seen any nest. Everything is wrong, and a very discontented boy sat down under a tree not caring to go home, not knowing what to do with that egg which he, Philip Franklin, had stolen. He wondered if God knew about what he had done, and if God really cared for one bird's egg. Yes, sure enough, his Sunday-school teacher told him once God cared for the sparrows. He was sure this was not a sparrow, but maybe He cared for all the birds.

He almost decided to take the egg back to the nest, and just then there was a rush of feet behind him and he was struck between the shoulders and knocked far to one side. His berries fell all about him. He was not sure what had happened, but it seemed as if an earthquake had killed him because he was such a very wicked boy. Then the hired man was picking him up and trying to help get the breath back into his shaking little body. "That black ram is terrible when he gets loose," the man was saying. "My! he struck you hard. I hope you are not hurt much. I was just changing the sheep over into the other pasture and I did not know you were anywhere near."

Philip choked back his sobs. He was glad it was not because he was wicked that he was hurt, but he felt that things were going wrong for him.

After a while the hired man went away and he picked up the strawberries, for they were not spoiled. To his surprise the egg was not broken, though it had fallen with the berries. He knew exactly what he wanted to do then. He hung the little red basket on the tree and carried the egg away back to the nest. A brown body whirred past as he stooped above it, and again he heard the bird calling to him to go away. "She doesn't understand," he said. But as he went

down the hill that time he felt as happy as the ground-bird that had returned to a bush above the nest, and was singing a series of soft little notes above its recovered treasure.—*Costella G. Washburn, in Sunday-School Times.*

General Joy.

With paper cap and noisy drum,
Along the street I saw him come,
A manly little boy.
I asked him what his name might be,
He smiled, and answered roguishly,
"My name is General Joy."

With head erect, he lightly stepped,
And with his martial music kept
In even, steady time;
And as the General onward strode,
Upon his face the rapture glowed
Of happiness sublime.

I asked him where his army stayed,
The little fellow looked dismayed,
But presently he said:
"I guess my soldiers are my thoughts
They haven't any guns or forts.
I keep them in my head.

"I make them put all fears to rout,
And drive each thought of evil out,
When things are going wrong.
The enemy retreats pell-mell,
To hear us shouting, 'All is Well'
Our rousing battle-song."

He looked so happy as he spoke,
That in my mind his words awoke
An army like his own,
Of loyal thoughts, all good and true.
I said, "I'll be a General too,
And lead my soldiers on."

We wouldn't mind their playful noise,
If all our little girls and boys
Like General Joy could be,
And make their soldier thoughts obey,
In study, work, or when at play,
The law of harmony.

—*Antia Trueman.*

Origin of the Thermometer.

According to Sir Samuel Wilkes, Fahrenheit constructed his thermometer from one made many years before by Sir Isaac Newton. "In the Transactions of the Royal Society for 1701 will be found the paper written by Sir Isaac Newton, who was at that time Secretary to the Society," says Sir Samuel. "He invented an instrument for measuring the degrees of heat in fluids by taking a tube and filling it with linseed oil. On this he marked the freezing point as zero by putting the tube in ice, and in the same way he marked the point when placed in boiling water. The very awkward scale which we

now use is evidently that of Newton, for, the decimal system not being then in use, he took the number 12 to denote the heat of the body; this he found, and made it the starting point of his scale, both upward and downward.

"It was some time after this that, for the sake of convenience, the degrees were divided into two, and thus the body heat was 24 above zero and boiling point 53. When, many years afterward, Fahrenheit made his instrument and used mercury instead of linseed oil, which was far more convenient, he again divided these degrees into four, so if the number be multiplied accordingly we have 212 for the boiling point and 96 for the body heat.

"Fahrenheit, finding he could get a lower temperature than freezing, made

not alleviate or avert it, but not go out seeking more trouble. We often suffer more from the trouble we anticipate than from that which really comes. In Whimlets, Mr. Stinson says:

"The greed of mankind oft is shown
In ways that we deplore;
The man with troubles of his own
Goes out to borrow more."

Some pain we must endure. Our joys would not be half so keen did we not know grief. Let us bear the pain which comes nobly as a discipline by which our characters are refined and strengthened. By suffering pain we are taught many lessons. "The burnt child dreads the fire." Let us bear the pain we must, but we are not called upon to seek trouble or go out to meet it by anticipation. We need not



G. C. OF A. QUEBEC & LAKE ST. JOHN RY.
H. O. Blanchet, Chr. A. H. Steerton. C. F. Fabyan, Div. 388.

this point zero, which brought the number 8 of Newton's to 32 of Fahrenheit. In this way the thermometer was constructed."—*Chicago News*.

The Evil of Borrowing Trouble.

Don't borrow trouble. We shall all find we have enough to bear without "borrowing" that which is not put upon us. We are apt to imagine that this or that might happen and what should we do if it should. We shall need all the strength and wisdom we can muster to meet that which does come without wasting our forces on what may never occur. Let us endure the trouble that actually comes, if we can-

be like the woman, who, sitting before a cheerful grate fire, weeps on reflecting what dire results would be the consequence if a brick should fall from the chimney and fall on the head of the infant which the stork had not yet brought to that household. She might better have taken her pleasure in the charm of a grate fire. Let us enjoy our cozy corners and happy hours when we come to them and not waste them in senseless fears for what may (or may not) happen.

It is a bad habit to be ever expecting trouble. It is squandering hours of life that might be used to better purpose. We are losing joys that should rightfully be ours. We should bear in mind that as we cannot have complete happiness without

sharing it with others, so we cannot be unhappy without reflecting our unhappiness on those about us. We create evil by constantly imagining it. We cloud the sunshine, and objects take on the distorted proportions that a heavy fog or mist gives them. Let us keep our minds clear that we may see things rightly. Let us keep hope bright and faith strong and spirit cheerful and we shall find life easier for us. We shall do more good in the world. We shall find most of that we seek. There are many proverbs on this subject, and a proverb is the distilled wisdom of ages.

"Harm watch, harm catch."

"Little things worry little minds."

"The misfortunes hardest to bear are those which never come."—Lowell.

—*Milwaukee Journal.*

The Real Issue.

There are two issues, after all
Above the ones that speech may call

Or wisdom utter;

Two issues that with me and you

Are most important—and the two
Are bread and butter.

Let patriotic banners wave,
Let economic speakers rave;

'Tis not potential

That Art proclaim or Musicing,

The Loaf is, after all, the thing
That's most essential.

Truth seeks some broader meeting place
For breed or clan or tribe or race,

For saint and sinner;

But after all the noise and fuss

The issue paramount with us
Is—What for dinner?

New theories we may evolve,
Old Governments we may dissolve,
New flags float o'er us,

And Truth may search and Wisdom think,
Still these two planks of meat and drink
Are yet before us.

So let contention hotly wage,
And let the wars of logic rage
In discourse fretted:

When all the clamor is complete
The issue still is what to eat
And how to get it!

—*J. W. Foley.*

Eastern Echoes.

The *Railway Times* of India occupies the same position to the A. S. R. S. of India as the *Railway Review* does here. Judging from its pages railway men there do not live in a paradise. The railway boy, in answer to his question, "I hear thee speak of a better land," would not

have "India" named as a "better land." However much railway men have to contend with here, they will go further and fare worse in India. But the paragraph that arrested my attention was as under. There is much more than this paragraph, quite a column in fact, about *Augwalla* and his shady dealings:—

"The same *Augwalla* that assaulted Willcox was responsible for the dismissal of George Sutton, a covenanted driver, and a man well known and loved by the Stratford Branch, English A. S. R. S. Sutton reported this man twice, but got no satisfaction, in fact, was heavily fined himself. As the reports made went against himself he decided to have personal satisfaction. He purchased a revolver and carried it on the engine. The native saw it and stole it, and handed it over to the D. L. O. For this Sutton was suspended, and subsequently dismissed for being "unsuitable for the requirements of the E. I. R." But Sutton will be fighting his own case in England ere this. And I trust when the *Railway Review* gets the issue this appears in they will give it prominence, and at the same time let us know how "George" has succeeded."

* * * * *

As Sutton was Chairman of the Stratford Branch when it was the premier one in our society, and which office he vacated for Indian service, I thought an interview with him might be helpful in inducing others to leave England for India, providing no European Alien Act came in force there, so I enlisted the service of a competent shorthand writer to interview George and he did. The paragraph was shown him and the attendant matter, and he corrected some slight though important errors, and proceeded to inform him of his difficulties there. Of course, racial difficulties there are bound to be between Indians and Europeans, that of caste raises such among themselves, and must operate even more largely still with Europeans. They are stigmatised in the interview as cunning and treacherous, more especially the Mohammedan section, and if George is right, they are hedged about with privileges which the European does not share. To use his phrase, a nigger may call a driver all the names of a practically unlimited vocabulary without fear of punishment, but the European must not retaliate whether by word or blows. A report is not followed by an investigation and punishment of the guilty one, but insult is added to injury by the complainant being himself fined, and the aggressor goes free. There are the engines, which the *Railway Times* confirms, and he mentioned one he had, which the man who

had it before him resigned rather than work it. The man who took it after him went one trip, and refused to take another with it. There is a continual change of firemen, and none of them like work, their language is inelegant. The fireman of one driver called him the son of a whore, among other choice epithets, which his religious fancies did not take kindly to, and to get a change reported it, and the driver had injury added by being transferred from Asansal to Burdwan, where he was three months, and then transferred back. One Indian fireman came on duty an hour late. When a certain stopping place was reached the driver told him to clean the front of the engine and was laughed at, and with these lazy incompetent firemen he is subject to fines—a driver is fined a rupee for every bar burned—in fact, fines are everywhere up to 50 rupees, if a native is struck in self-defence. But it would seem that occasionally wrong is righted. The paragraphs preceding this one dealt with Willcox's case, he being charged by a fireman for assault, when the magistrate decided *Augwalla* was the aggressor, and had to show cause why he should not be fined for bringing a vexatious complaint. He could not, and was

fined 10 rupees, which was given to Willcox.

* * * * *

"I suppose, Sutton, when you sought the engagement you had a glowing account given of the advantages of Indian service, and you accepted them in good faith, and went to realize them?"

"I did, but the advantages are few, disadvantages many, and good service may be rendered to like aspirants, as myself, if I name a few of the latter."

"I suppose, however, that you found official statements in England smooth as butter."

"I did, both by the company and their consulting engineers."

"What about the hours? I suppose they are short in a climate like that."

"To fire on goods trains the hours on duty are long, and no matter what their length there is no extra pay. The coal is bad, and fire must be cleaned about every 80 miles. When promoted to passenger trains the hours are not so long, but the trip is longer, and mails still more so. The mail run is about 220 miles, the average speed 42 miles an hour; an ordinary passenger 22 miles; 16 on goods, the load heavy; 56 trucks form a good load and 62



HINKLEY LOCOMOTIVE BUILT IN THE 60'S, NOW OWNED BY THE INTERNATIONAL PAPER CO., BERLIN, N. H., AND STILL DOING FAITHFUL WORK WITH BRO. T. F. NELSON, MEMBER OF DIV. 572.

empties; average capacity of trucks, 17 tons; 25 coaches on a passenger, and 18 on the mail."

"I suppose, however, you are fairly fixed at stations?"

"Oh, no, transfers are numerous, six months' stay is exceptional, the stations are unhealthy many of them, all of them swarming with mosquitoes. Snakes abound, and a lamp after dark is a necessity to prevent one treading on them; the climate is trying, the heat hard to bear."

"The dormitories, I take it, are not so up-to-date as our English ones?"

George laughed. "They are called, for courtesy's sake, 'rest rooms.' They are mostly in a very dirty condition, beds seldom made, sheets filthy, blankets stink. Mosquito nets are provided, but their torn condition renders them useless, and at some stations the servants are very dirty, and use the rest room to prepare food, and in a manner that one turns at it."

"But, surely, a complaint lodged would obviate all this?"

"You might think so; if they are reported notice is taken, and in a week they are as bad as ever."

"I see by your agreement with the company a fixed scale of wages is given; is that strictly adhered to?"

"Oh, no! a man is kept back; he is told his consumption of coal is heavy, or oil in turn, or he has been fined and must go a certain time without a fine before the increase is handled, and you will note the agreement says 'to be done and performed, and of the due and faithful and exclusive service rendered by him.' 'Due and faithful' covers a lot by ingenuity and resource. Let me give you some of the fines. I have known men to be fined 100 rupees for not signing the notice books, 50 for striking a native, 25 in one case for allowing his fireman to move the engine while he stood by to test it; 20 for a collision in the loco. yard in the dark on one driver, 10 on the other, for being late on Char line two minutes, two days' pay, four because the driver was slightly knocked by native shunter, 10 for a broken eccentric rod, 5 and upwards for hot big ends, one for broken drawbars or couplings, absent from the bungalow when a call came for duty a day's pay and so on. Wherever an excuse or exercise of ingenuity could invent a man is hedged about with fines, and you see it operates two ways, increase stopped, present pay deducted, and young drivers are often reduced to shunters, drivers on a shunting engine that is, and one man's pay was reduced six months because he, with the knowledge and consent of the loco. foreman, worked his engine home light with a broken driving axle."

"Let's get into something else or 'East Anglian' will be cutting this interview down."

"I want to show him how wages operate; but take another phase. You have heard of 'backsheesh,' of course. At some stations this palm greasing (a lighter term) is very heavy. The native fireman expects and very often gets 3 rupees per month, the second fireman 2, to have your engine cleaned 3, the shed tindal (the head man of cleaners) 3, and 1 to at least four cleaners, 3 to the coal tindal, so as not to be robbed, 1 to the coolie who doles out the oil, 3 to the fireman's tindal, so that you may not have a fresh fireman every day, one to firelighters, assistant shunters, and fitters, unless you want your engine smothered up with smoke and ashes. All want backsheesh, and they will have it. Your outlay at least is not under 25 rupees a month."

"But I cannot conceive, Sutton, that with these disadvantages you cannot seek redress."

"Redress did you say? Why, you cannot see the district loco. superintendent without your foreman's consent, unless he refuses to work till he does, and then—and the treatment then is not sufficient to encourage you. No notice is taken of reports whatever the fireman may be, or if notice is taken it is a reprimand. The native may call you foul names, refuse to work, assault you, but there is no redress. The police refuse an arrest for assault without the loco. superintendent's permission, and during the last six months of 1904 there were several cases of assault. In three cases they tried to throw a man off the engine while the train was in motion. One was struck on the head and nearly killed, while it operated in an inverse position with the driver, and a driver struck on the head with a spanner was refused permission to prosecute, but the fireman was allowed to prosecute him. The case against the driver was dismissed, and the fireman put on trial for assault."

* * * * *

The interview contains much more, but space is precious; but Sutton's warning to Indian aspirants is "Don't go;" and certainly, looking down it and the agreement, he would be well advised in obeying it. I may tell our Indian friends Sutton has found employment, and that he is negotiating with the English officials just now.—*London Railway Review*.

WAGES IN LONDON.

Mr. Charles Booth's house to house investigation in the East Side, London, covered a large section of honest, hard working people. The total population em-

braced 900,000 people. Of these 816,000 souls had an income from earnings of less than \$5.05 per week; 870,000 more had an income of over \$7.25. This was the family income, not the earnings of the head of the house, but the earnings of all members of the family. The average number of earners in each family was estimated as 2.25 workers. Approximately 700,000 had to live on an income of less than \$7.25 per week. This was in the wealthiest city of the wealthiest country in the world, a country so wealthy that its capital flows to all parts of the world seeking investment.—*London Workers.*

and contains the largest emerald in the world. The other, the gift of Queen Isabella of Spain to Pius IX., weighs three pounds and is worth \$1,000,000.—*Philadelphia Ledger.*

Generosity.

The loco. department of the L. & N. W. in the Northern division cannot be accused of over-generosity at any time, but more particularly to those whom Death—that great disrespector of persons—hath o'ercast with his dark shadow. Some time ago an L. & N. W. driver's wife had



ENGINE 784, BOSTON & MAINE RAILWAY, FITCHBURG, MASS., BRO. A. S. PLUMER, DIV. 191, AND BROTHERHOOD CREW.

What Crowns Are Worth.

The lightest of European crowns is the state crown of Great Britain, which was made for Queen Victoria 66 years ago. Although it weighs only two pounds seven ounces, its value is \$1,500,000. One enormous sapphire came from the signet of Edward the Confessor. One of the rubies has a sadly tragic history. It was at one time in the possession of one of the great kings of Granada whom Pedro the Cruel invited to his palace and basely murdered through greed for this gem. In the Pope's treasury house are two crowns which are valued at \$2,500,000. One of them was the gift of Napoleon to Pius VII.

to be removed by rail to the nearest city hospital for an operation, under which she sank and died. The usual charge of 1s. per mile was demanded by the L. & N. W. to convey the body back for interment in the God's acre of her native village, amounting in this case to over £2. Since then an L. & N. W. driver had to be removed to Glasgow for an operation from which he never rallied. The Scotch company, it is said, requested payment of about £7 before conveying the remains south. If the companies cannot carry the remains of their employees and their wives free, they might at all events very considerably modify their charge of 1s. per mile.

Labor in Germany.

The policy of concluding agreements as to the rate of wages and hours is steadily growing in favor with German employers and employees, especially in the trades. The agreements differ in being applicable to a single town, a whole district or in some cases to the whole of Germany.

General tariffs applicable throughout Germany exist for printers, bookbinders and engravers of music, while partial tariffs are in use in the following trades: Building, pottery, brewing, metal workers, tailoring, painting, etc.

Time rates are generally paid in the building trade and allied trades, whereas piece rates are the rule for plasterers, coopers, tailors, shoemakers, etc.

In Berlin, according to figures given by the *Imperial Labor Gazette*, masons and carpenters are paid from 7 to 17½ cents per hour and painters from 7½ to 15 cents per hour. Street masons are paid from 11 to 15 cents on the average throughout Germany. The brewers pay their maltsters and coopers from \$5 to \$7 per week; enginemen, stokers and drawmen from \$4.50 to \$9, and foremen from \$6.50 to \$9.25. Plasterers' wages on piecework average from 12½ to 15 cents. Woodworkers and joiners are paid less than in the building trade, and potters average from 11 to 16 cents. In the Frankfort district masons and carpenters are paid by agreement this year 11 cents an hour.

According to the same authority, the wage agreements usually make nine and ten hours a day, 63 per cent of the agreements fixing ten hours and only 1 per cent eight hours. Ninety-one per cent of the agreements are for ten hours or less, while 3.2 per cent are for more than eleven hours.

Consul Liefeld, writing from Freiburg, Germany, says that as a result of the recent strike among the masons a new tariff of wages was passed at the trade tribunal last June to take immediate effect. The agreement is to continue until April 1, 1908. Mr. Liefeld gives the following as a summary of the regulations:

"Masons shall be paid by the hour, and the hours of labor shall be arranged to suit the season.

"Overwork, night work, Sunday and holiday work shall take place only in urgent cases. The first two hours after the close of the ten hour workday shall be considered extra work.

"Wages shall be paid in sealed envelopes. Payment is to be made as far as possible at the work places and either weekly or every two weeks.

"In case of new buildings or large al-

terations the employer shall erect building sheds and closets.

"Intoxicated workmen are forbidden to enter the building place. Except during the recesses the use of alcoholic drinks during the time of labor is prohibited.

"The relation between employer and employee can be brought to a close by either party without previous notice, but only at the close of a full workday.

"Regulations, fines, etc., because of interest in any movement for increased pay or on account of membership in any labor organization, shall not be made.

"For the purpose of mutual understanding and quick adjustments of any difficulties that may arise, the employers, as well as the body of employees, shall each elect a committee of three persons still active in the mason's trade, which two committees, though distinct, can nevertheless consider matters together.

"All acts of the committee require the further vote of the two general bodies. If the conclusions of the committee cannot procure the desired harmony then the trade tribunal shall be asked by both parties to arrange matters. Up to this point lockouts and strikes are not to take place.

"The pay for first-class able masons shall be for the work hour till August 1, 10.7 cents; from August 1 till December 31, 10.9 cents; in the year 1906, 11.4 cents; in the year 1907, 11.9 cents.

"For night and for Sunday and holiday work one and one-half times the ordinary day-hour pay shall be made. For overwork an additional 3.57 cents per hour shall be made."

[The agreement is doubtless considered very fair to both employer and employees in Germany, but the contrast between Germany and the United States for this class of mechanics is very great, and very much more than any possible difference in cost of living.—EDITOR.]

Union Labor in Berlin.

From a report issued by the Berlin Trades Union Commission, which is practically the same thing as a trades council in this country, it appears that the German capital is one of the best organized large cities in the world. The commission shows that the membership of the affiliated organizations was 174,192 at the end of 1904, and an increase of over 37,000 against 1903. The metal workers number 45,000, cabinetmakers 18,700, bricklayers 13,800, transport workers 12,000, printers 8,068, bookbinders 5,856, builders' laborers 4,886, municipal employees 4,412, carpenters 4,088, tailors 3,800, painters 2,855.

—*Weekly Bulletin Clothing Trades.*

Europe's Trades Unionists.

At the close of 1904, England, Scotland and Ireland, with a population of 41,500,000, had a trades union membership of 1,902,808. In other words, 1 in 22 of the population was a trades unionist. In Germany there were 1,276,831 trades unionists in a population of 56,400,000, or 1 in 44. In France, with a population of 38,300,000, there are 715,576 trades unionists, or 1 to 53. Italy, with 32,500,000 population, reports 181,280 members of trades unions, or 1 to 180. In Austria the trades unions have 177,592 members in a population of 26,150,000, or 1 to 150. Spain has a population of 18,600,000 and trades union membership of 65,900, or 1 to 330. Hungary has 52,410 trades unionists in a pop-

of other civilizations. At a station on the main line of the East Indian Railway a train from Delhi had stopped, and one of the travelers—an officer in the Royal Engineers—began to quizz from the carriage window a "tester" who was going his rounds, striking the wheels with his hammer. "Why do you beat the wheels like that?" was the first question. "Sirkarka hookum (It is the order of the authority)," replied the imperturbable native. "But what is the use of striking the wheels?" "Khodarjani. Hum i-sa thees burs-si kurthani. Sirkarka hookum." (God knows! I have been doing this for thirty years. It is the order of the authority.) Wherein there is at least one romance and at least a dozen sermons.—*Philadelphia Press.*



GROWTH OF POWER ON THE D. & R. O. FROM 1871 TO 1905.

The small one was a standard passenger engine when the road was narrow gauge. The large engine is in freight service. Bro. August Glye, member of Div. 29, Pueblo, Colo., fired the little No. 6 and has been running the large powerful No. 904, so he has seen and had a part in this great change from narrow gauge to broad, and from small locomotives and cars to the monsters in capacity.

ulation of 19,500,000, or 1 to 366. In Denmark the ratio is 1 to 28, and in New South Wales 1 to 21.—*Weekly Bulletin Clothing Trades.*

An Indian Story.

Many a good story comes out of India, as the admirers of Mr. Kipling's works will be quite ready to attest. But here is a new one, supremely illustrative of the Eastern character, and not altogether without application to characters

Railroading in Rural Japan.

Probably one of the smallest and most interesting bits of railroad to be seen in any country runs between the pretty little seacoast town of Atami and Yoshihama, in the province of Iza, Japan, its length being about twenty miles, says the *Four Track News*.

On our recent tour through the "Land of the Cherry Blossoms" we arrived at Atami late in the day, after a most interesting twelve mile tramp over the "Ten

Province Pass." Our time being rather limited, we decided to start sight-seeing early on the following morning by visiting the 1,500-year-old temple of Izusan, three miles distant, which is regarded as one of the principal points of interest to the traveler in the kingdom of Japan. Mine host, in flowing kimono, with repeated bows and continuous smiles, informed us that Atami was quite a railroad center and that a train would convey us to the temple in quick time.

Reaching the car house we saw the miniature train back out, ready for service. The engineer on the front platform gave a long blast on a horn and we were off at a lively pace. Gripping a hand rail on each side of the rear end of the car, two powerful little coolies, pushing and puffing at a great rate, furnished the

motive power which sent us buzzing over this remarkable little route, through most engaging scenery.

When under good headway, or going down grade, the "motive power" would jump on to the rear platform and enjoy a period of rest as the car sped on of its own volition. The engineer's duty on the front platform was to apply the brake and blow a warning horn upon rounding curves, or in case anything crossed the track, it requiring considerable agility on his part to keep his station, and as we whizzed around the curves it kept him busy trying to hang on.

This miniature monopoly runs its distance through tiers of rice paddy fields and fine groves, skirting the Sea of Japan, some 450 feet above sea level. In America a trip of this character, which occu-



MEMBERS OF EASTON, PA., DIV. 259, WHEN ON A VISIT TO HAZLETON, PA., DIV. 316, TOGETHER WITH THEIR WIVES, HAD THEIR PICTURES TAKEN; SEE PAGE 724, AUGUST JOURNAL.

pies about five hours, with the services of a private car and three men, would cost several dollars, while in Japan, including the tip for coolies' tea, the entire cost was 42 sen, or 21 cents in our money.—*Express Gazette.*

China and the United States.

The 28,000 shoemakers of Canton get wages of \$5 each, or less, per month. The 16,000 shoemakers in Lynn, Mass., get \$8,000,000 per year in wages, or \$500 a year apiece.

Owed Something Himself.

"I'm afraid I'll have to charge you full fare for that boy, madam," said the ticket agent, as he issued a ticket to a sharp-featured Boston woman of middle age and held out his hand for the additional fare. "What for?" she asked. "He is more than twelve years old." "Ain't you 'Tom' Sanders that used to live in Greenwich about eight years ago?" inquired the woman, eyeing him. "Yes, but why?" "Used to buy your tea and sugar of Widder Jones?" "I believe I did." "I'm Widder Jones. Recollect the last lot of groceries you had of me; those you promised to pay for in ten days?" "Why, Mrs. Jones, didn't I—didn't I?"—"Those groceries, Mr. Sanders, ain't been paid for yet, and this boy lacked about a month of being twelve years old when you got them. Does he go?" "He goes, madam," said the agent, as he gave her a half-ticket with a sickly smile. "The boy is probably large for his age."—*Ex.*

Pleasant Meal Times.

Many people must have been stuck by the utter absence of interesting conversation that is so marked a feature of modern meals. In the olden days all the wit and brightness of the day seemed to be focussed into the breakfast and dinner hours, and nearly all the celebrated stories of brilliant repartee that have come down to us were delivered during a meal. But nowadays people talk over their worries and bothers at the table, look up trains and read papers during breakfast, and if they have got anything disagreeable to say to another member of the family, very often choose a meal time in which to say it.

Somebody once suggested that children should be trained to be bright and cheerful during meals, just as much as they are trained to eat properly, for the one habit, like the other, would cling to them

when they grow up and make them much sought after companions.

Worry is very bad for the digestion, and so is another fashion of seeing how fast you can get through your breakfast or lunch; certainly both things react upon one's neighbor's enjoyment of the hours that should bring relaxation and good humor.

Butter as Medicine.

Butter is so common a commodity that people use it and scarcely ever think what wonderful value lies in their hands in the pats of dainty yellow cream fat. But this delicate fat is as valuable as the dearer cod liver oil for the weakly thin people, and doctors have frequently recommended the eating of many thin slices of bread thickly spread with butter as a means of pleasantly taking into the bodily tissues one of the purest forms of fat it is possible to get. Butter is a carbon, and all excess of it is stored up as fat in the body. It gives energy and power to work to those who eat heartily of it. So it is not economy at table to spare the butter even to the healthy folk.

Spoiled Children.

What a difference there is among our little ones in times of sickness! The spoiled, wayward child becomes more self-willed when ill, and as a rule the thought of a doctor, or the very suggestion of a remedy or medicine throws it into a passion. We are not exaggerating at all when we say that many children's lives have been sacrificed because they were not obedient. This is especially noticed in throat cases, such as diphtheria and scarlet fever, when applications to the tonsils are imperative. We have seen cases where a spoiled child was so frightened and fought so with his nurses that the exhaustion consequent on the application and struggle did really as much harm as the omission of the treatment. Don't spoil your children when they are young. They will thank you afterward for bringing them up with loving firmness.—*Home Monthly.*

In the Sweat of Thy Brow.

It may be proved, with much certainty, that God intends no man to live in this world without working; but it seems no less evident that He intends every man to be happy in his work. It was written: "In the sweat of thy brow," but it was never written: "In the breaking of thy heart."—*John Ruskin.*

An Old-Time Locomotive.

FRUITVALE, COLO., August 10, 1905.

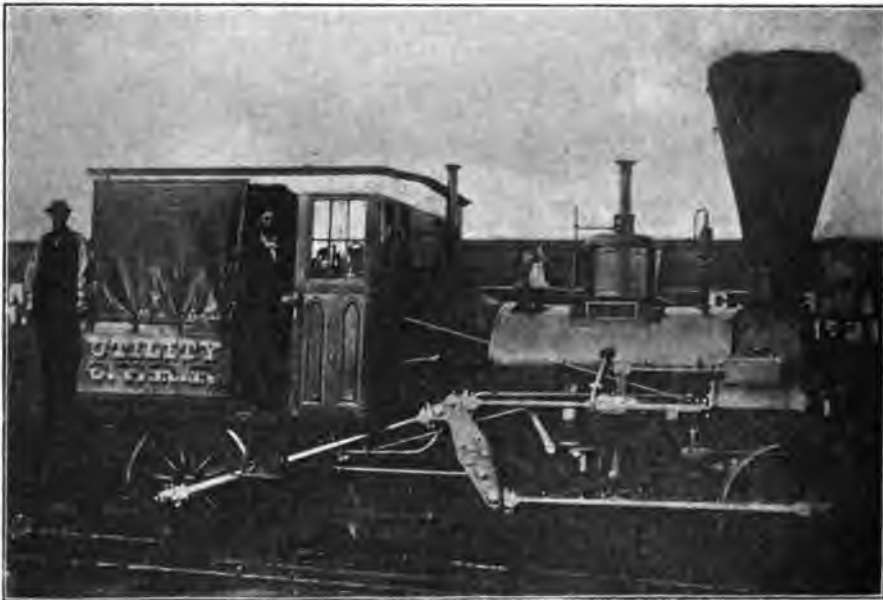
MY DEAR C. H. S.: I enclose a rather indistinct photo of an old-time oddity that I have often seen in service. Bro. DeLoos Everett will recognize it on sight. I also enclose letter relating to "The Old Mill," written by W. S. Hull, electrical engineer C. V. R. R., at Chambersburg, Pa., and an old friend of mine. I first saw the light in Chambersburg on or about February 18, 1886, so you see I have been on earth long enough to see some old machines. The letter from Mr. Hull follows.

As ever,

WALTER DE SANNO.

with a Northern Central engine at the crossing, badly wrecking engine and killing eighteen of the already wounded men. The engine was taken to the shops at Chambersburg, and was only in the shops a few days when the Confederate General Stuart raided the town, burning the shops, leaving the "Utility" and several of the engines in the ruins.

After the rebuilding of the shops the "Utility" was remodeled to a tank switching engine, using the same boiler, cylinders, wheels and valve gear. I have no photograph of engine as remodeled. The new "Utility" was in service in Chambersburg yards as switching engine until 1882, when the Gardner Manufactur-



LOCOMOTIVE BUILT IN 1854.

Mr. W. De Sanno,

DEAR SIR: Your letter received, and I gladly give you all the details I have. The "old iron horse," "Utility," you will remember, was built by Seth Wilmarth, Boston, Mass., 1854, for the Cumberland Valley Railroad Company, as a bridge shifter engine for use between Bridgeport and Harrisburg over the bridge crossing the Susquehanna River at that point, and was running in that capacity until 1862, when, in a collision, it was badly damaged, putting her out of service, and in appearance shown in photograph. You may remember that when she was drawing a train of wounded soldiers coming from the battlefield of Antietam, through the yard, she collided

ing Company of Carlisle bought it to work in their yard handling lumber, etc., until 1896, when they sold her to L. Legal, Altoona, for scrap. The photograph I enclose you was taken in Harrisburg yard in 1860: George Wentz, engineer; Capt. J. L. Dick, fireman; and is one I have had for some years. Will present it to you. Ever yours, W. S. HULL.

THE crookedest railway in the world is one from Boswell to Friedens, Pa., the air line distance being five miles. The road doubles on itself four times, and at one point, after making a loop of about five miles, the road comes back to within 300 feet of itself on a grade 50 feet lower,

Legal News

HOUSE OF REPRESENTATIVES.

H. R. 18974.

A BILL to better promote the safety of employees and travelers upon railroads by compelling common carriers by railroad to employ competent persons as locomotive engineers.

Mr. Hull introduced the following bill on February 14, 1905, which was referred to the Committee on Interstate and Foreign Commerce and ordered to be printed:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That if any common carrier by railroad engaged in interstate or foreign commerce, or any common carrier by railroad in the Territories or the District of Columbia, or any officer or agent of such common carrier by railroad shall employ, engage, or hire any person as a locomotive engineer who shall not have had three years of actual experience as a locomotive fireman or one year of actual experience as a locomotive engineer, or shall permit any person not having had such experience as a locomotive fireman or locomotive engineer as aforesaid to manage, control, run, or operate, or attempt to manage, control, run, or operate, a locomotive engine on such railroad, such common carrier, officer or agent of such common carrier, shall upon conviction thereof be fined not less than two hundred dollars nor more than five hundred dollars for each and every such offense.

SEC. 2. That this act shall not be applied to nor be held to make criminal the running or operating of engines so far as the same is necessary in taking engines to or from trains at division terminals by hostlers, or in handling engines to and from engine house, or doing any work appurtenant thereto at engine houses.

MINNESOTA.

Chapter 69.—Hours of Labor of Locomotive Engineers and Firemen.

SECTION 1. On all lines of steam railroads or railways operated in whole or in part within this State the time of labor of locomotive engineers or locomotive firemen employed in running or operating the locomotive engines on or over such railroads or railways shall not at any time exceed fourteen (14) consecutive hours without an opportunity be given them for rest. At least nine (9) hours, or as many hours less than nine (9) as is asked for by said engineers or firemen, shall be allowed them for rest before said engineers or firemen are again ordered or required to go on duty. *Provided, however,* That nothing in this section shall be construed to allow any engineer or fireman to desert his locomotive in case of accident, storms, wrecks, washouts, snow blockades or any unavoidable delay arising from like causes, or as prohibiting said engineers or firemen from working longer if they do not object.

SEC. 2. Any railroad company or superintendent, chief dispatcher, train master, master mechanic or other railroad or railway official who shall order or require any locomotive engineer or locomotive fireman to labor contrary to the provisions of section one (1) of this act shall be deemed guilty of a misdemeanor and on conviction thereof shall be punished by a fine of not less than twenty-five (25) dollars or more than one hundred (100) dollars, or imprisonment not less than thirty (30) days or more than sixty (60) days; and all railroad or railway corporations operating lines or [of] railways or railroads, in whole or in part in this State, shall be liable for all injuries to said engineers or firemen resulting from their being required to labor contrary to the provisions of section one (1) of this act.

Approved March 19, 1903.

Chapter 393.—Employment of Labor—Blacklisting—Participation in Strikes.

SECTION 1. It shall be unlawful for any individual or corporation or member of any firm, or any agent, officer or employee of any company or corporation to contrive or conspire to prevent any person from obtaining or holding employment, or to discharge, or to procure or attempt to procure a discharge of any person from any employment by reason of such person having engaged in any strike.

SEC. 2. It shall be unlawful for any individual or corporation, whether acting for himself directly or through another person, agent, or agency, or whether acting as agent or employee of another person or persons, or as a member of any firm, or as an officer, agent or employee of any company or corporation, to require from any person, as a condition to any contract of employment, any written statement as to his participation in any strike, or any written statement as to his personal record, except as to conviction for crime or misdemeanor, for a period of more than one year immediately preceding the date of making application for such employment and the use or requirement by any such individual or corporation acting in any of the capacities aforesaid of blanks or forms of application for employment in contravention of the provisions of this act are hereby forbidden.

SEC. 3. Any violations of any of the provisions of this act shall be deemed a misdemeanor and shall be punishable by a fine not exceeding \$100, or by imprisonment in the county jail for a period not exceeding three months.

Approved April 21, 1903.

Co-Employees or Fellow-Servants.

For the benefit of those of our members who are interested in the various laws enacted in the several States, relative to the responsibilities of employer and employee in what is commonly known as the Co-Employee law in contradistinction to common law as handed down to us from

old English law, we present herewith quotations from the United States Department of Labor, Pan-American Exposition, edited by Charles H. Verrill, expert in charge, beginning with the first modifying act, which will be continued in this department until all such laws enacted up to 1901 have been presented. They are not only worthy of careful study, but careful consideration of what influence produced them.—EDITOR.

GEORGIA.

Many statutes have been enacted by the legislatures of numerous States which change the common-law liability and relax the strictness of the common-law rule as to co-employees or fellow-servants.

Most of these laws, however, affect but one class of employees, those employed by railroad companies, and the first legislation in this country which changed the common-law rule, and which was also the first legislation of any kind upon the subject of this article, applied in the case of the employees of railroads only. This was a statute enacted by the State of Georgia in 1856, which is now to be found in the two following sections of the Code of Georgia of 1895:

SECTION 2297. Railroad companies are common carriers, and liable as such. As such companies necessarily have many employees who cannot possibly control those who should exercise care and diligence in the running of trains, such companies shall be liable to such employees as to passengers for injuries arising from the want of such care and diligence.

SEC. 2323. If the person injured is himself an employee of the company, and the damage was caused by another employee, and without fault or negligence on the part of the person injured, his employment by the company shall be no bar to the recovery [of damages].

As was said, these sections change the common-law rule only as regards railroad employees, and the legislature of Georgia has gone no further than this since their enactment. The constitutionality of these sections has been affirmed by the supreme court of the State in numerous cases. Said court has also held that to recover damages under these sections the injured employee must himself have been free from fault; in other words, that he must not have been guilty of negligence contributing to his injury, even though in performing the negligent act he was acting under orders of a superior; that the application of these sections is not confined alone to cases where the injuries complained of were connected with the "running of trains," and that the effect of the sections is to put the employees of railroads upon exactly the same plane, in respect to their right to recover damages for injuries, that a non-employee would be on under the common law.

By decisions rendered in 1888 and 1895 the United

States circuit court for the northern district of Georgia decided that sections 2297 and 2323 above did not apply in the case of an injury to an employee of a receiver operating a railroad under direction of a court of equity. The supreme court of the State had previously made the same decision. In order to extend the benefits of these sections to the employees of all railroads operating in the State, the legislature by act approved December 16, 1895, provided that the liability of all receivers and like officers operating railroads should be the same as that of railroad companies as fixed in these sections. Said act being No. 224 of the acts of 1895, reads as follows:

SECTION 1. The liability of receivers, trustees, assignees and other like officers operating railroads in this State, or partially in this State, for injuries and damages to persons in their employ, caused by the negligence of co-employees, shall be the same as the liability now fixed by the law governing the operation of railroad corporations in this State for like injuries and damages, and a lien is hereby created on the gross income of any such railroad while in the hands of any such receiver, trustee, assignee, or other person, in favor of such injured employees, superior to all other liens against defendant under the laws of this State.

SEC. 2. Suits may be brought against either of such officers of the same county, and service may be perfected by serving them or their agents in the same manner as if the suit had been brought against the corporation whose property or franchise is being operated by them, and all such suits may be brought without first having obtained leave to sue from any court.

IOWA.

The next law of this nature to be passed was enacted by the legislature of the State of Iowa in 1862, and is now contained in section 2071 of the Code of Iowa of 1897, which reads as follows:

SECTION 2071. Every corporation operating a railway shall be liable for all damages sustained by any person, including employees of such corporation, in consequence of the neglect of agents, or by any mismanagement of the engineers or other employees of the corporation, and in consequence of the willful wrongs, whether of commission or omission of such agents, engineers, or other employees, when such wrongs are in any manner connected with the use and operation of any railway, on or about which they shall be employed, and no contract which restricts such liability shall be legal or binding.

As will be seen this law puts the employee of a railroad company upon the same level in regard to his right to recover damages for injuries as are all other persons not employees. The supreme court of Iowa has affirmed the constitutionality of this act and has decided that it applies only in case of injuries due to accidents growing out of the use and operation of railroads, and is not intended to embrace all classes of railroad employees, but only to apply to those engaged directly in the actual movement and operation of trains and

such work as is necessary to provide for the same.

It has also been decided that a receiver who is operating a railroad under the appointment and direction of a court of equity is included in the term "persons owning or operating railways" within the contemplation of this section. A recent amendment to this section reads as follows:

SECTION 1. Section number 2071 of the code [shall] be amended by adding at the end thereof the following: 'Nor shall any contract of insurance, relief, benefit, or indemnity in case of injury or death, entered into prior to the injury, between the person so injured and such corporation, or any other person or association acting for such corporation, nor shall the acceptance of any such insurance, relief, benefit, or indemnity by the person injured, his widow, heirs, or legal representatives after the injury, from such corporation, person, or association, constitute any bar or defense to any cause of action brought under the provisions of this section, but nothing contained herein shall be construed to prevent or invalidate any settlement for damages between the parties subsequent to injuries received.'

MONTANA.

In the order of time of adopting a law of this class the State of Montana stands next, and its law was originally passed by the legislature of the Territory of Montana in 1873, having been approved May 7, 1873. In 1895, after the admission of Montana as a State of the Union, the same law was included in an edition of the codes and statutes adopted by act of the legislature approved February 19, 1895, as the law of the State. It forms a section of the civil code, and is as follows:

SECTION 905. In every case the liability of a [railroad] corporation to a servant or employee acting under the orders of his superior, shall be the same in cases of injury sustained by default or wrongful act of his superior, or to an employee not appointed or controlled by him, as if such servant or employee were a passenger.

In a decision rendered by the supreme court in November, 1895, it declared that the above statute established the principle that there is a difference in the grade of the employees in a common employment, and that it gave a right of action to a servant, injured through the negligence of a superior employee, against a master, when such injured servant was without fault or negligence on his part. Subsequently a rehearing of this case was had, and as a result thereof the court decided that this Territorial statute had been annulled by the provisions of the State constitution, for the reasons that it applied to domestic corporations only; that, therefore, it placed a greater burden upon domestic corporations than upon foreign ones operating in the State, and that being so, was necessarily in conflict with section 11 of article 15 of the constitution of the State, which prohibited the giving to any foreign corporation, or the exercise by the same, of any greater rights or privileges than those possessed by domestic corporations. From the above it is clear that said section, while a law of the Territory of Montana, never really became a law of the State, and Montana is,

in effect, at the present time, without legislation changing the common-law rule.

KANSAS.

In this particular kind of legislation Kansas modifies the common law in paragraph 1251 of the General Statutes of 1889, the original act having been approved March 4, 1874. The paragraph is in the following language:

PARAGRAPH 1251. Every railroad company organized or doing business in this State shall be liable for all damages done to any employee of such company in consequence of any negligence of its agents, or by any mismanagement of its engineers or other employees to any person sustaining such damage.

WISCONSIN.

Wisconsin next, by chapter 173, acts of 1875, enacted legislation of this class. The language of the act was as follows:

Every railroad corporation shall be liable for all damages sustained by any agent or servant thereof by reason of the negligence of any other agent or servant thereof, without contributory negligence on his part, when sustained within this State, or when such agent or servant is a resident of and his contract of employment was made in this State, and no contract, rule or regulation between any such corporation and any agent or servant shall impair or diminish such liability.

SECTION 1. Every railroad or railway company operating any railroad or railway, the line of which shall be in whole or in part within this State, shall be liable for all damages sustained within this State by any employee of such company, without contributory negligence on his part; first, when such injury is caused by any defect in any locomotive, engine, car, rail, track, machinery or appliance required by said company to be used by its employees in and about the business of such employment, when such defect could have been discovered by such company by reasonable and proper care, tests or inspection, and proof of such defect shall be presumptive evidence of knowledge thereof on the part of such company; second, or while any such employee is so engaged in operating, running, riding upon or switching, passenger or freight or other trains, engines or cars, and while engaged in the performance of his duty as such employee, and which such injury shall have been caused by the carelessness or negligence of any other employee, officer or agent of such company in the discharge of, or for failure to discharge his duties as such.

SEC. 3. No action or cause of action now existing shall be affected by this act.

SEC. 4. No contract, receipt, rule or regulation between any employee and a railroad company, shall exempt such corporation from the full liability imposed by this act.

In interpreting this statute the Supreme Court of Wisconsin holds that it applies only in cases where the injured employee is one of that class engaged in operating moving trains, engines, and cars, and who was injured while actually so engaged. The court has also held that contributory negligence of the injured employee is a proper defense under this statute as it is at common law.

Correspondence.

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision and rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Stinted, Calculating Charity.

The poor wretch, he begged a nickel and what mattered it what for ?

If for bread or beer, his stomach was the best judge of its needs ;

Those who pause disbursing favors all good-hearted men abhor,

They've no use for benefactors who dole charity by creeds.

He was begging, 'twas sufficient, and he looked most abject too,

Wit the mercury at zero, and the rags upon his back

Let the winds from Manitoba in a hurricane pass through,

'Twas no time for hesitation, and one's purse strings should be slack.

There be those who'll ask one's nation, his religion and so on,

'Ere their mustard seeds of gizzards to poor pleaders will respond;

They'll outstare the sad-eyed creatures, those whose lives are nearly gone,

And who stand upon the threshold of the great unknown beyond.

Think, if health and friends should leave you, and you had to face the blast,

With a stomach wild with craving, and it gnawing for relief,

Would you then bepraise the donor, who would pause and doubt your past

As he doled you out a nickel to assuage your nameless grief ?

"God rewards the cheerful giver," and the widow's mite is sure

To ascend above the planets, where recording angels stand,

To write down all benefactions which are given to the poor,

In that awful book of records kept in Canaan's happy land.

If for beer or bread, what matter, so we heed the sad appeal

To appease the fearful gnawing of the wretch who supplicates ?

And if cheerfully we do it, how much better will we feel,

When we're called for final judgment passing through the Pearl Gates.

SHANDY MAGUIRE.

Letter from a Retired Engineer to a Friend.

PLEASANT VALLEY, N. Y., Aug. 15, 1905.

DEAR DAN: We were pleased to receive your letter. We are always glad to hear from you. Let me know how you like the piston valve and what you consider its good as well as its bad points. I understand you folks are experimenting with a superheater to increase the expansive energy of the steam in the cylinders. I believe there is a certain degree of density of steam that is essential to the highest efficiency and economy in using steam expansively. When rarefied too much it loses body, lacks the heat-carrying power necessary to sustain its energy when brought in contact with the walls of cylinders, making it too susceptible to their cooling influence, and while the theory may, like many others, figure out well on paper, practice will, I think, prove superheating to be a failure under the conditions encountered in locomotive practice. I didn't intend to begin to talk engine, but the force of habit is sometimes very strong, Dan.

Old Peter Mackin, the boss wiper, went out of his way the other evening to fetch me a bundle of old letters and circulars that were addressed to me, which had accumulated in the roundhouse mail box since I was there last. I thanked him for the favor, but he said, "Never mind your thanks, Misther Kelley. We went to work on the Cinthral together when we were little more than childer, and we have worked together almost a lifetime, and it gored me to see your mail thramped under fut by riff-raff so lately come as to barely know the name of the road; and when one of thim remarks, as I picked a letter from the flure where he had thrown it, that Old Kelley is a dead one now anyhow, I lost me timper intirely, and told him some things he wont forget for a while, and Misther Kelley, I know you'd do as much for me." I assured him that I

would, and after a hearty handshake and a look that told of his sincere regard for me he left me to examine his bundle of mail, and reflect on the incident. The mail consisted of a few circulars offering mining investments, a request for a testimonial from a company manufacturing overalls, and a bargain-counter offer of a "Spring Cushion Engineers' Cab Seat." The fellow who said, "Old Kelley's a dead one," was likely having a little fun with old Peter, who "will fight at the drop of the hat," but he certainly spoke the truth about "Old Kelley," for so far as the correspondence concerned him he certainly is dead enough.

I took a ride with Bill Cooper the other night on a big new engine of the Pacific type, hauling six cars. We made the last fifty-two miles in fifty minutes, making two stops, and only made up a few minutes at that. My experience during that trip has cured me somewhat of a desire to again be in harness. We rushed through a couple of large towns at a speed that was simply terrific, and approached two interlocking crossings on short curves at a clip that left but a slight margin of safety if the signals were against us. I looked over at Bill disapprovingly, but he only shrugged his shoulders as if to say, "We must do it to make the time." I often did the same thing myself, but when one is in the harness and keyed up things look different I suppose.

The burden of responsibility carried by the engineer of the present, compared to that of thirty years ago, is as a mountain to a molehill. In trying to account for the capacity necessary to meet the requirements of modern service as shown by the engineer of today, I am reminded of a fable I read many years ago, which served as an illustration of what man could accomplish by continued and persistent effort. It ran about as follows:

"Once upon a time there was a man who owned a calf. Its grazing ground was beyond a deep stream that was spanned by the trunk of a fallen tree, and on his shoulders he would carry that calf over this stream to the grazing ground each morning and carry it back each even-

ing, in order to protect it from the wolves. He continued to do so each night and morning until the calf grew to be a cow, when he could still carry it over and back."

It is so with the modern engineer. His increased duties and more exacting service have grown upon him so gradually that he has developed capacity correspondingly; but to use a modern phrase, the passenger engineer of today is "up against it."

There is a fundamental principle that applied to train movement in former days which seems to be too old-fashioned for the present. It is expressed as follows: "In case of doubt take the safe side and run no risk." It is a beautiful motto, much broader than it is long. It covers the whole field of train operation. It is, of course, still preserved, but is a tradition of the past rather than a live, governing factor in so-called "up-to-date railroading."

When you have retired from the service, Dan, you will see these things in a broader light than at present. Each safety appliance seems to be regarded as a license for greater risk, until today, with all our much boasted progress, we are making a record of injuries and fatalities on American railroads that is, to say the least, appalling; but, Dan, there will be a reaction some day. The pendulum has swung to the extreme in the direction of disregard for human life in railroad transportation; it must soon swing back again, if not to the other extreme, at least so far as to re-establish safety as the ruling factor in train movement. This may not be brought about by the force of moral sentiment, nor statutory regulation, but rather by a more potent force than either, which is "consistent economy," for the price of excessive speed, congested traffic, ill-conditioned and over-taxed power, together with a very general disregard for reasonable limitation as to hours of continuous service of trainmen is proving to be decidedly expensive.

My eldest daughter, Henrietta, who married Harry Dalton, is visiting us. She brought her whole family with her,

excepting Harry (who, by the way, is still on the M. K. & T.). It consists of one lone solitary boy. It amuses us to hear her say, "Children are such a care." Henrietta has some very decided opinions on how children should be brought up, and freely expresses them to "mother," by way of advice. Mother, who only raised seven of her own, besides having been a ministering angel to the sick and needy of the immediate neighborhood for about forty years, listens patiently, almost pityingly, while Henrietta airs her opinions, then smiles resignedly. Henrietta's boy is named Alfred, but she calls him "Pet." He is about twelve years old and is a real nice boy, but petted to death. She fixed him up this afternoon, and sat him on a chair until she dressed for the matinee. He sat there with all his frills, and bows and curls, as quiet as a doll. Mother looked at me eloquently over her glasses once or twice, while "Pet" waited for "mommer." By contrast he reminded me of another boy of about the same age who used to "farm it" down in Erie County, N. Y., about 55 years ago. He used to arise at daybreak, or a little before, plow or work in the harvest field, or chop wood or "do chores" until dark or a little later, then hike down to the general store and listen in open-mouthed wonder to tales of the railroad, and the doings of the "reckless, dare-devil engineers," as told by some of the natives, whose knowledge of the railroad was gained while accompanying shipments of stock or poultry once or twice a year to the eastern market.

As I compared the two boys, my sympathy went out to Henrietta's, for I know he has never heard the story of the test run of stock trains between the "Central" and the "Erie," when old Jack McCarthy pulled the throttle wide open at Buffalo, never shutting off until reaching Rochester, making a run that has never been equaled since; and how, when the fuel was giving out the crew passed dead hogs from the first stock car into the tender to replenish the fire—hogs that had been scared to death during the fearful run against the Erie, and how the speed be-

came so high the engine threw off all her rods and other machinery, drifting into Rochester with nothing but the boiler, the cylinder and wheels; and how old Jack's hair, a few hours before "as black as the raven's wing," became as "white as the driven snow," as a result of the fearful mental strain he suffered while making the run that beat all previous records. No, Henrietta's boy never heard that nor a whole lot of others of its kind with which the orators of Bottsville were wont to regale their rustic audiences in the good old days when simplicity was a blessing, and when the youthful mind was capable of being fired with ambition to emulate the great deeds of those heroes of the rail, regardless of consequences. Henrietta's child has missed a great deal, according to my way of thinking, in spite of the fact that she says, "He has everything that heart can wish for."

I believed those stories, as did every other rustic, and aided by vivid imagination they made a deep impression on me that was anything but harmful, and to this day I cherish the memory of those entertainments in the winter evenings at the general store of Doylestown.

I can see the audience now, composed of boys ranging in age from ten to sixty years, sitting around the big wood stove on convenient kegs or boxes, or with feet dangling from the counter, listen to "Dick" Parsons, the raconteur of the village, who had "traveled all over the world," telling wonderful tales of the railroad. I can see old John Brainard, the proprietor, dividing his attention between the orator of the evening and the occasional customer, with a scoop-full of sugar poised above the counter scales, hesitate a moment to give attention to the thrilling climax of the story, and then ask Samantha Brown for the seventh time how many pounds of sugar did she say she wanted.

Yes, Henrietta's boy has missed a great deal thus far in his young life, and as I thought of these things while watching him seated where his mother placed him, "so he wouldn't rumple his clothes or his hair," I could not help thinking that of

the two boys he was entitled to the most sympathy. I call your attention to these things, Dan, for I know that you can look back to similar experiences with as much pleasure as myself, and I am sure you regard the time when you became old enough to be admitted to membership in the club in the general store as one of the most interesting periods of your life.

We are enjoying the blessings of good health here, and hope this rambling letter may find yourself and Mrs. Watson and the rest of your family similarly blessed. As the days roll by, and they are rolling by like a train beyond control on a down grade, I look forward to the time, not far distant, when you will join me on the retired list, and I even dare to hope that some kind fate may bring our declining years together; for, Dan, there are no friends like the old friends. Write soon.

Your friend and Brother,

JASON KELLEY.

Experience of a Confederate Soldier.

(Continued from September JOURNAL.)

SPOONER, GA., Aug. 31, 1905.

EDITOR JOURNAL: Immediately after the great battle of July 22, 1864, the siege of Atlanta commenced and lasted about two weeks. During the siege there was no fighting to amount to anything between the two infantries, but some of the greatest artillery duels known to occur up to that time. I have lain in the trenches or breastworks and have had the earth torn from beneath me. We were in such close lines or quarters to each other that it was impossible to raise our heads above the top of the breastworks on either side. We were even close enough to hello to each other from the breastworks, and without the consent being given from headquarters, the boys on both sides agreed to cease firing on each other and we had a few days' armistice. The two armies looked like a lot of birds, both sitting on top of the breastworks joshing each other and hunting their clothes for intruders, commonly called graybacks.

We were comfortably quartered until the morning of the 31st of August, 41 years ago today, when to our dismay

the long roll began to beat; the sound was too well known to all of us, and the officers began to holla out, "Fall in, boys!" We were soon in ranks, and immediately after being organized a forced march began, we knew not where nor for what purpose until we arrived at Jonesborough, Ga., I thought clear away from the fighting line of Sherman, but as soon as we were in the little town which was all in a bluster, the women and children running and screaming in every direction, we learned that Sherman had made a flank move from Atlanta and his forces were within two miles of the little city, so we were formed into line of battle, and General Hardy's corps began to march out to meet our enemy. They were formed in line in one of the finest cornfields I ever saw. The corn was so high that neither side had much warning of the approaching danger until the roar of musketry began. It was a short fight, but destructive to both sides. I also fell in the fight, wounded on the top of my head with a fragment of shell and in the left hand with a ball from a musket, and when taken to the rear to the Division Hospital, I there saw several wounded ladies. Though they were not participants in the fight, they were so close to it that they were wounded by stray balls that were fired perhaps one and a-half miles from them. One of the ladies wounded then is now a resident of San Antonio, Texas. I met her there several years ago.

I was one of the disabled for a long time, and returned to the ranks only a short time before the surrender of General Lee, and shortly after that I commenced my career on a railroad.

I have thought and dreamed of the part I took in the war, and wondered how it is, and for what purpose I escaped death up to the present time. I passed through seventeen battles and came home, and I also passed through two disastrous wrecks and am still alive. My last wreck came near ending it all, but today I am enjoying the benefits of a beautiful home and farm.

My good old mother tells me it was her

prayers that brought me safely through and begs me to be a better boy. I was at a good old-fashioned Baptist general meeting yesterday, and heard the minister tell my feelings as though I had told him. I cast a glance at mother and she was gazing at me, and I almost felt condemned. There were two brothers and two sisters of mine at the meeting and all present seemed to enjoy the sweet benefits of a Christian spirit, and I, the oldest of the five, said wondering to myself, "Am I the scapegoat of the family, or am I deceived in myself?" I have the belief they have; I put more confidence, it seems to me, in the protecting hand of a just Ruler than they have any right to, because I have experienced more disasters and come through. Why should I not place more confidence than they, after passing through what I have? I know it is through His kind and loving hands I was spared—not for anything towards keeping His commands that I merited His protection, but it seems as though I had aroused His vengeance to such an extent as to have let me fall through with the rest of the trash. I believe in Him as strongly as the strongest, and put all my confidence in Him, but I have proof of it only in my word. I am not a member of the church, because I am not fit to be. I wish I were, but to join any church without feeling my worthiness I could not do, as I have conscientious scruples against such acts. Instead of bettering my condition, I fear I make matters worse, and before I commit myself I had better close this narrative.

With best wishes to the B. of L. E., I remain
 Yours fraternally,
 B. A. PICKREN.

The Twelve Hour Shift.

ST. LOUIS, MO., Aug. 17, 1905.

EDITOR JOURNAL: Education is the one thing foremost in the minds of the more thoughtful of our officials today; they are gradually growing to a realization that in order for men to be what is termed up-to-date, they should be schooled from time to time on not only the newest equipment that has been installed or con-

ditions which affect operation or maintenance of appliances which we are to handle, but those which we are handling from day to day, in order that we may gain a thorough knowledge and thereby know when we are getting the very best service from each of them at a minimum cost. Machines are worked very much on the same principle as men, although the machine is worth more in the end, for when it is worn out it can be disposed of for a little cash as junk, but when an engineman is worn out there isn't enough left of him to make good fertilizer.

We have here at the present time an official staff of men who desire, I believe, to be fair in all things toward the men. Our extra list has been growing very fast, due largely to modern engines and improved method of interlocking, I presume. Ours is as large and as well equipped a system as there is in existence. We have 325 trains on our card and our freights are not scheduled. Those of us who still hold regular jobs have all the work one's heart could desire. There is not much danger of running signals here because you find them clear all the way. We are not annoyed by getting blocked in. The spots we used to get have disappeared. Astronomers say that some of them have appeared on the sun. I work at night and, of course, do not get to see them.

In our general service building we have all that is modern in the way of toilet, shower bath, lockers and bunks for those who desire to use them. Our instruction room has been equipped at considerable expense; it contains all the modern appliances in sections, and the air equipment of an engine and ten cars complete, and for the benefit of those who do not know it, I will say that there are instructions there on Tuesday, Friday and Sunday mornings at 8 a. m. Our Road Foreman of Engineers, Mr. C. F. Smith, assisted by Bro. W. E. Jones, are the instructors. They do not pose as men who know it all, they are as willing to receive as to give, and if the desired information is not at hand they will get it for you, and you need have no fear of being criticised for what you do not know. It is an oppor-

tunity of which you should take advantage; in fact, you are getting something for nothing if you choose, but do not choose to accept in this light. Brothers, for it is a losing game. If you cannot repay it in the class-room you can show it on your engine. I have attended the instructions from time to time and I feel very much interested in them, but I have found that I cannot attend them and do myself and the company justice without laying off. We go to work here at 6 a. m. and 6 p. m. We work twelve hours. It is necessary to get up about 4 o'clock, and at the time instructions begin I have been up 16 hours, and with two hours for instructions, one hour to get to sleep in, equals 19 hours, leaving five hours for rest, and so it is from day to day; 15 or 16 hours each day is given to our work. I get home in the morning tired enough to kick the dog off the porch, say good morning to my wife and child, eat breakfast, if I can pick up the morning paper, see what the Japs and Russians are doing, try to hold a pleasant conversation with my wife for a few minutes, then pick up a book to read or study. I soon find that I am reading the same thing over and over; the next thing I am aware of is my wife shaking me and saying, "Get up and take off your clothes, dear, and go to bed right." Of course I remember all that I had read. The next is, "Get up, it's 4 o'clock." Does this ever happen to you? If not, you are either a skookum fellow or you are not in our class. You say you do not know what a skookum fellow is? Well, in the Indian language of the tribe to which the word belongs, it is the buck that can put his mouth to the ear of a moose and blow his horns off and not loosen the teeth; but he is here known, so our instructor says, as the fellow that can put his mouth to the train pipe hose and blow the rotary off its seat without injuring the pump governor.

When I look around among these men with whom I became associated some 17 or 18 years ago, I find that some have passed over to that great unknown, and are free from this world's cares forever. Others are broken down and cast aside,

while of those remaining some are only sprung and others are badly bent. Isn't it enough to set you thinking? Isn't it worthy of serious thought? We are selling our lives, destroying the happiness of our families, in order to earn money to buy it back again, which we can never do, for we will be too far advanced, not in years, but premature old age, to derive the benefit.

I know that away down in your heart you have a feeling which dictates to you and says in the heart language, "I would like to be a better educated man, and I believe I could raise myself to a higher standard, mentally, morally, physically and financially, if I did not have to work so many hours each day, even if I did not draw so much pay."

Perhaps you are not ready to answer this at the present time, but lay it away in your memory for a few years; conditions will change in your locality, then you will dig it up and say, "I guess Canfield was about right."

I, perhaps, would not have talked in this strain a few years ago, because conditions were more favorable. Our work was not of that high tension it is today. Our calling has assumed a new name; it is now skilled manual labor and it will never be lighter. It is not the fault of the corporation officials for whom we are working; they understand as well and better than we do that what I have said is for most part only common sense. They know that they would have a better class of men and receive better service, if the men did not choose to work the hours they do, and just as soon as we have decided to reduce the hours, just so soon will they co-operate with us in framing a schedule that will be satisfactory. They justly demand the best service possible, and we must justly demand the best conditions possible.

Fraternally yours,

W. G. CANFIELD, Div. 827.

Laugh Anyway.

PHILADELPHIA, Pa., Sept. 15, 1905.

EDITOR JOURNAL: Permit me in this letter to go at random, as I have no par-

ticular thought in view and cannot tell at the beginning where I may end; or it might be like the girl who decided to have mush and milk for tea, when lo and behold she spied her beau coming up the lane. Hastily she dumped the mush and substituted toast and tea, and as they sat down around the table, her little brother cried out: "My, oh my, how things have mended! Toast and tea, when mush and milk was intended." Somewhere, during the year, I have read in the JOURNAL where a professor advised that under all circumstances it was possible to have a smile or give a laugh, and an answer was written about it, but the more I think about it the more satisfied. I am that the professor was right. It matters not what may hit you, laugh or smile over it; it will do more good than worrying about it. I read this summer of a man who had a go with a rattlesnake, and the snake, to get away, ran up his pant leg and bit him. If that had been the professor, just imagine his hearty laugh at the snake's attempt to get away, and how sickly that smile of the professor would be when he found he was bit. Somewhere else I have read a letter about the doctors and they were handled without gloves, but bless your hearts, boys, we must have them. Oh, at times how we yearn for them, particularly if it is for the first born and heir to all you have. Mother says Patrick has been sick all night, and that's enough, you must have the doctor, and that poor man often has not been in bed half an hour, and he comes. Ah, boys, some may be of no account, but there should be a bond of sympathy between railroaders and good doctors, for their hours of labor, their time at home and their pleasures with their families are about on a par.

There is one thing in life that I have never been able to account for. In yard service very often we are compelled to cross over streets in the city limits, and so often you will see a gentleman and lady walking down said street; all at once he spies the train and makes a dash to beat it at the crossing, often at great risk to his life, and then stands there with his

mouth wide open, half scared to death, looking at the train go by, while on the other side stands his wife, cool, quiet and contented, and, of course, beautiful. It beats me and I am unable to explain it. I tell you, boys, with all your bluffing you don't get ahead of them much, and methinks they don't call us down half as hard as they often could. I knew a man, it is not necessary to name him, who used to delight in being out with the boys in the evening, and all that troubled him was that his wife was a light sleeper, and generally the curtain lecture would begin as soon as he would enter the front door. One night, to his surprise, he was disrobed, in bed and comfortably settled, and just congratulating himself how nice he had done it, when she said, "You may as well turn around, for you are drunk all the way through."

Somewhere in the JOURNAL I read a good letter from a Brother located in the South, who has been compelled to give up active service, and consequently is, by our laws, not permitted to hold any position in the Division, etc. Now, men and Brothers, is this right? Is it just to the man or to the B. of L. E.? Every Division is composed of so many members—about one out of ten attends the Division, does the work, etc., and through no fault of theirs old age comes, sickness or accident befalls them; even in that condition they have more interest in the Division than 75 per cent that belong, and they should be eligible to any office in the B. of L. E. that the members would elect them to. It may not be for long in many cases, but be liberal and charitable.

As I look ahead, I know not how soon I will be among that non-eligible class. I do not like to think about it. In closing let me tell you of how easy some things are done. I met an old railroader a few weeks ago who told me all about railroad-ing in our locality forty years ago, who knew all of the old fellows of that day. At last he invited me to go to the hotel and have dinner with him, which I did. As we smoked our cigars after a fine dinner, he begged me to excuse him a few moments and left. After half an hour

the waiter became uneasy, after one hour the landlord brought in a policeman, and I explained that my friend would be back; and if he did not, I would pay the bill, but I did not wish to insult him. At last I paid the bill, and as the policeman and I started out, the clerk said, "Here is a box that your friend left in my keeping." "Ah," said I, "he will be back." "Open the box," said the officer. I said, "I will have nothing to do with it," so they opened the box and, Brothers, what do you suppose we found in that box? Why, nothing. Fraternaly yours,

C. B. NIXON.

Lack of Courtesy.

CLIFTON, ARIZ., Aug. 9, 1905.

EDITOR JOURNAL: In reading the August JOURNAL, the article "Lack of Courtesy," by J. F. Williams, is, I regret to say, all too true. There is not the assistance rendered one to another as there should be between members of the B. of L. E. To prove your standing should indeed be enough, if you require assistance in getting over a road. If we cannot receive help from our own members, to whom are we to go or ask? I have never refused a worthy applicant. I have never asked much myself, but my experience has not been pleasant when I asked favors; one would say, "Cannot do anything for you," another would not even vouchsafe an answer, another shrugged his shoulders and said, "Your case is all right, but I do not know whether you are or not." To the Brothers I would say, let us render any assistance we can to a worthy Brother, for this is our duty as well as true brotherly love.

Fraternaly yours,

OLD TIMER.

A New Order of Things Wanted.

MEMPHIS, TENN., Sept. 4, 1905.

EDITOR JOURNAL: For some time past I have been carefully looking over results of several large and expensive bodies of the G. C. of A. on several of our large systems, and it appears that some new way must be found to accomplish better re-

sults. We do not, and can never use our whole strength for betterment in our old manner. Nowadays concerted action, concentrated efforts with as small exposed front as possible must be our policy. The next convention, which meets here in 1906, I hope will prove a start in the right direction. So much has been said against the General Chairmen's Association and so little for it, I feel I must admit that only through such efforts will we better ourselves, and it behooves our members to select such men for delegates to meet here in 1906 who will give us all a voice. Remember, Brothers, one out of thirty-five engineers reaches the passenger service, yet 8 per cent of our passenger men represent us at our conventions and 68 per cent on our committees. The real grief lies among our freight men. "The long hours and ten miles per hour" condition. Doubtless our passenger men do "all they can," but, Brothers, you have read of the struggle in the East—you have read in history that when a struggle has been fought by the "real masses," victory has always followed, and I want to see the masses of our craft enter such a struggle, and therefore we should start now to gather our forces.

Reading the JOURNAL, we find so much complaining of "long hours," to break up the present condition. The G. C. of A. on some systems will never accomplish anything. No! too large a "frontage" exposed, and I would like to offer my plans for the future.

At the last convention the G. C. E. recommended a few assistant organizers (if I remember right) to go about for better results. Now, what I believe we must have is a simpler manner in going before those giant combinations of railway systems. We have paid chairmen, and those, with the unpaid, should be organized, and the G. C. E. should be at the head. This body should meet twice a year, or at the call of the G. C. E. at Cleveland, Ohio. The whole of America, Canada and Mexico should be laid out in districts; each district should have one grand officer, or organizer. Each group of roads should be included that would

come under those districts. each road still to be under the local committees. The chairman of any road or roads, in meeting the management, should be headed by the district grand officer. In this manner we would get the concerted action and concentrated efforts, those engaged not exposed to any harm, nor would they feel endangered to press, and to press hard.

A district grand officer may be selected in the district from one of the chairmen. He need not be especially paid for the name. Each system that needs his services should pay his expenses when called. In this manner three or four men could do more than those large, expensive committees of adjustment that now go up and return with "we did all we could."

So, remember whom you send to the Memphis Convention in 1906. Shall it be one of the 85 or 65 per cent?

Yours fraternally,

SIDETRACK, Div. 23.

Remembrance of the Past.

MIDDLETOWN, N. Y., Sept. 8, 1905.

EDITOR JOURNAL: Reading over the September JOURNAL I came across a letter from Spencer, N. C., which is within two miles of my old home and birthplace, Salisbury, N. C., which very naturally recalls my happy childhood days, and I feel sure our Brothers will bear with me if I write a little of the dear old home and friends before I come to the point I wish to make, for we all have a little weakness for bygone days and the home of our childhood, and as we grow older we more fully realize and appreciate "Oft in the Stilly Night," as the first strain of thought brings back bright scenes of wooded landscapes, brooks and larger streams, green meadows, fields of corn, golden grain and white cotton, the sweet singing birds of the dear old Sunny South, the deep bay of the hound, the call of the quail, the chirp of the squirrel, and the bound of the hare from under your very feet, the crack of the gun, the coming home with all the game one could desire. My dear schoolmates—where are they all? Many entered into the great beyond, and others I know not where.

Just 25 years ago I left Rowan County, and two years later embarked upon a railroad life, on the old W. N. C. R. R., which is now a division of the Southern Railway. What changes have taken place since then! A few years ago I visited Salisbury; the shade trees along the streets were most all gone, along with other changes—just a few familiar faces, among whom I found Bro. Peter Rouche, of Div. 267, and how well it recalled the days when Henry, his youngest brother, and I, as boys, trapped and hunted together; but, ah! why go on, for thought after thought crowds upon my mind presenting scenes and instances, friend after friend, new and old, that have passed out of sight, until you almost feel "like one who treads a lonesome banquet hall deserted."

If we, who are less than 41, feel like this, what must it be with those who have even passed their four scores. Brothers, when we come in contact with them we should be very kind and considerate.

Back to my subject. I fully agree with our Brother from Div. 84, and emphasize *come out from behind the noms de plume*, unless it is a familiar one whom we all know. We want to and should know each other better, and there is no better way than through the JOURNAL.

Yes, the hours on switch engines are too long. Cut them down! I have run almost all kinds of runs, from switch engines to express trains, on grades over 200 feet per mile, and on roads where I have handled 76 cars in a train, and I will say the switch engine is the hardest and poorest paid of them all. I will admit the danger is less, but the manual labor and discomfort are far greater.

Yours fraternally,

LOCK C. ALDRICH.

Necessity for Economy, Etc.

FOND DU LAC, Wis., Sept. 5, 1905.

EDITOR JOURNAL: As convention time draws near I wish to once more bring before the Brotherhood the necessity of economy as well as a provision for a pro-

tective fund. Every delegate should go instructed to the convention to vote for a law providing that no delegate should be paid except for actual time in attendance at the convention, pleasure trips to be deducted and no time allowance, except for actual time required to go to and return from the convention. I don't believe we should pay anyone for pleasure trips and no Brother should expect it.

As to a protective fund, enough has been said; we should have a fund by all means. Further, I believe in a centrally located convention city with an office building of our own, whereby we could save the present expense of rentals and instead receive rent, which could be devoted to our charity fund. Further, I think it is high time that our representation of delegates should be reduced to some method of System representatives instead of from each Division, and that the G. I. D. should pay delegates by a per capita assessment. That, with centrally located convention city, would create no hardship on the far-off Divisions as at present. Talk this matter over in the Division room; I believe it is the popular idea. The money thus saved would soon create a nice sum on the right side of the ledger.

With best wishes for the future of the Brotherhood, I am

Fraternally yours,
J. F. FRENOE, Div. 872

Question of Division Representation.

NEW YORK, Aug. 31, 1905.

EDITOR JOURNAL: Occasionally I read an article in the JOURNAL on the subject of reduction of representatives from the Subordinate Divisions to the Grand International Convention, offering for the strength and support of the article that there are too many delegates composing the Grand Body, making it too large to be handled by the Grand Chief; that out of the entire convention there are only from twenty to fifty delegates who do the business; that the expense incurred from this large number of delegates is altogether too great on the Subdivisions and

that the convention is only an excursion party, etc.

Let us pause a moment and reflect: If the Subdivisions of the B. of L. E. have a disposition to reduce representation in the Biennial Convention, page 11, Section 25, of the Constitution, gives them the prerogative, and if the Division so elect the number of delegates could be reduced one-half, making 343 instead of 687, the number of Divisions indicated by the register. The question is, Will 343 Divisions out of 687 consent to this? To judge from the number of delegates sent to Los Angeles Convention one must conclude they would not, for I believe the members of each Division have an individual pride in having one of their members chosen delegate to represent them in convention. It is but natural they should be imbued with a desire for self-government in their home affairs, in the B. of L. E., on the system where they are employed.

Many Divisions represented means many delegates and many bright and useful men, from whose brain have emanated some of the resolutions adopted by the convention and incorporated in the Constitution and By-Laws for the government of Subdivisions. If the representation were reduced it would place the legislative power in the hands of a few to act for the entire membership, and I do not believe the result would be satisfactory. I have not yet read in any of the articles published in the JOURNAL on this subject anything that convinces me it would be wise to make a change from our present good, old way, where every Division in the B. of L. E. has a voice at the convention through its own delegate, leaving the responsibility of law-making equally balanced.

The delegate being chosen from the most enlightened members of the Division, qualified to make an intelligent representative to the convention, and being guided by this intellect how to conduct himself with due order and propriety, that our Brotherhood may profit thereby, make it a gentlemanly and orderly body to preside over, as well in the future as in the past.

While it may appear that a few delegates do the hard work in convention—I think some writer said fifty, which I consider an extravagant statement—it can be easily accounted for. They are usually the delegates who represent the Division that does not make a practice of sending a new delegate to every convention; instead they send the one who has been educated at the previous convention at the expense of the members of the Division he represented. Having the benefit of this experience in routine work at the convention he knows just the opportune time and place to get in his argument, for or against, a resolution. The fact of his regular attendance at the convention as a delegate from the Division of which he is a member, has its influence, in some instances with the delegate who is making his debut. So long as Divisions continue to change their experienced delegate for an inexperienced one, it is but reasonable to expect a small increase in expense to the convention and for the Division they represent for their education while at their first convention.

Prior to the adjournment of the convention the delegates select a city where the next biennial convention is to convene. The duty then devolves upon the Divisions located in that vicinity to select the committee of arrangements. After they are organized the responsibility rests with them to make all necessary arrangements for the holding of the convention and the reception of the delegates; comfortably locating them in hotels and endeavoring to make everything pleasant for their guests—the delegates and their families—during their stay in their home city. In their untiring work to furnish some pleasure and enjoyment for their Brothers and their families, it is true, they do arrange an excursion or two, and would it be any more than right to show appreciation of this thoughtfulness by complying gracefully and kindly with their wishes to a reasonable extent?

Transportation is furnished to the delegates and families to the convention and return in most cases by the railway and

steamship companies, and they in some instances give complimentary excursions to the delegates and families for their recreation. Out of courtesy this invitation could not very well be declined.

My mind leads me to the thought that we are perhaps a little bit jealous of our Brother who is fortunate enough to be chosen delegate to the convention. "Speech is the great organ which reveals to the mind the first visible form that it gives; as is the thought so is the speech."

Yours fraternally,
J. PUFFENBERGER, 292.

Number of Delegates—Pay Off Insurance.

COLUMBUS, O., Sept. 6, 1905.

EDITOR JOURNAL: Another biennial session of the Grand Division of the B. of L. E. will be in evidence at no great distant future, and to the mind of the writer no more important subject should come before that body than that of representation. It seems very apparent that the representation to the Grand Body as it now stands is entirely too large, in fact, unwieldy. At the Los Angeles Convention, I am informed, the delegation consisted of some 500 members—just 400 too many. Let us for a moment consider the expense of sending a delegate to the convention, and many Divisions send a delegate that can very illy afford the expense. Consisting of such a large representation, much time is wasted on very trivial subjects; consequently, the time occupied in getting through the business passes all reasonable bounds. Five weeks, I understand, was the amount of time consumed at the last convention. Now, putting the actual expenses of the delegates at the modest sum of \$5 per capita per day, and they are not having a very swell time at that, you will find that it totals up the very snug sum of \$87,500, and probably \$100,000 would be nearer the actual amount. That is the money side of it, and the figures are startling enough to set us thinking. Then there is another side, which is the main cause of the cost; anybody who has attended a convention, either fraternal, political, or religious,

composed of a large number of delegates, can very easily figure out the amount of time it requires to get a question decided. Hours are frittered away on motions before a large body which would not require minutes in a smaller one.

At no time in his official career does the writer envy the Grand Chief Engineer. Think of presiding over a delegation of 500, and giving to each a respectful hearing, for they are all anxious to "catch the speaker's eye" at some time or other. If it were a body of 100 his task would be comparatively easy; and to this number, or as near it as circumstances will admit of, should the representation be reduced. A body of 100 would not consume one-fourth the time used under existing conditions.

It might be asked how this representation would be chosen so that all Divisions may have a voice in the proceedings. The railway companies have solved the question—they have kept on buying up the small lines and consolidating them into "systems." The systems are less than 100, but whatever their number may be, I venture the assertion that two-thirds of the membership of the Brotherhood are employed in the systems.

Now, within the Brotherhood there is an inner body known as the Adjustment Committee; many of the bodies have salaried chairmen, but whether salaried or not, each committee has a chairman selected for his ability in diplomacy, and a personal acquaintance with many of them leads me to believe that the members have made in each case a wise selection. Now, if these Brothers are entrusted to take your grievances to the railway officials, it is my belief that they would be the proper parties to make your laws, and by virtue of their office, be your delegate to the Grand Body. This, of course, is only a suggestion. I hope that it will be the means of bringing about a discussion through the columns of the JOURNAL and set the entire membership at least to thinking of the lot of money that could be saved and so well employed for other purposes, paying off some of the old reliable Brothers' insur-

ance, for instance, that is now used up for the purpose of sending a delegate to the convention when there is no real necessity for the expenditure; at least there wouldn't be, nor won't be, when the good time comes when the conventions of the Grand Body will be a business organization instead of the vast number of which it is now composed.

I might say before I close that the writer has no axe to grind, no ambitions to satisfy in the line of office, for the very excellent reason that he is not eligible to the most obscure office in a subordinate Division, as he belongs to that class of membership entitled "Honorary." It is written for the good of the order, which means the welfare of the entire membership.

I could advance many other logical arguments for the reducing of the delegation to the Grand Division. Criticise what I have said, my Brothers, to the fullest extent. I don't expect every Brother to agree with me that the membership of the Grand Body is too big—much too big. Fraternally yours,

"GOOD OF THE ORDER."

Make the F. A. E. Do the Collecting.

MART, TEXAS, AUG. 15, 1905.

EDITOR JOURNAL: I see many blows aimed at our present insurance system, and I believe it is only natural that men should strike when their pocketbook is attacked.

Now, the main object is to cheapen the policies without affecting the quality, which means, leave the conditions under which a policy is to be made payable, but make it cost less. I do not believe that we can radically change the insurance laws for some time to come, but there are some small changes that can be made, and give more money to pay policies. Why not stop paying Insurance Secretaries of Divisions for collecting the insurance assessments, and let the F. A. E. do this with his other work? Each Division pays its F. A. E., and the members would have only one man to look up when they wanted to pay their dues and assessments.

This would do away with some members letting their policies go delinquent, as they forget that they have to pay two collectors, and this 8 per cent paid to collect would be that much saved, as I do not think any F. A. E. could expect to get any addition to his present pay if he collected the insurance. Also why not abolish the \$750.00 policy altogether and make it compulsory for all members, not only newly initiated ones, but all old ones who have no policies and can pass the medical examination, to take not \$750.00, as is the case in many instances, but \$3,000.00; that is small enough and would be much cheaper if all had to take it than it is now.

Many of our members take the least they can, and have an accident policy as large as they can get, because the B. of L. E. policy costs too much. They only take a policy to keep in the society.

Much is being said about paying off the old policies, and to a certain limit I am in sympathy with that move, but these same old members have been letting our insurance slide along in the old rut and making no provisions for the sure to come rainy day, when they would need some of the provision.

Should every engineer in America who is eligible and would join the B. of L. E. take \$3,000.00 insurance, the policy would cost about \$2.50 per month—not much more—where now it costs from \$4.00 to \$6.00, and each Division could make an assessment of \$40.00 per year which would pay Division dues and insurance assessments. This paid \$10.00 per quarter in advance would do away with much trouble and the many cases of expelled for forfeiting insurance would be stopped.

This topic is one of vital importance to be settled at our coming convention, and instead of hammering away at less delegates and trying to put the legislative power in fewer hands, let each Division try and figure out what they think about the insurance, and so instruct their delegate, and if possible let us have a cheaper insurance; then when our Grand Chief tries again to put us on a financial footing above mere poverty and a hand-to-mouth existence, we may, like our sister organiza-

tions, have a capital to go on. It is a matter of ridicule that the B. of L. E., the oldest labor organization in existence in America, should be without a surplus, when with our membership it should have at least \$750,000 which, judiciously placed at interest, would almost pay our grand dues.

I would like to see the old members wake up and get themselves out of that old track they started in so many years ago, and try to let the enterprise of some of the young men take hold and get our financial standing both in insurance and Division matters where it should be.

Our Grand Chief may have been disgusted, but not discouraged, with the result of his effort to accumulate an emergency fund, so let us all try to assist him so that he will have the incentive to try again.

Yours fraternally,

W. E. RANDOLPH, F. A. E., Div. 630.

Why Employees' Transportation Rates Should be Less.

EL PASO, TEXAS, Aug. 17, 1905.

EDITOR JOURNAL: Realizing that I have passed over the summit, and am well advanced on the down grade of my railway life, when you Brothers gain my station then you will realize that your once iron nerve and great will power is gradually giving away, and will regret to find yourself becoming tired, looking wan from having a hard trip that a few years ago you would think nothing of. At my station of thirty-two years of handling the throttle, you will find yourself losing many and many a trip, causing the extra man to keep watch for your arrival, he knowing so well your staying qualities are not what they used to be.

Now more expensive problems come, and inform you that this old body has got to go away for repairs and recreation to some mineral water health resort, to put you where you hope to be able to drive your iron steed through the winter.

Our card for years in the past has safely taken us to and from such health resorts, which you know is quite an item when in feeble health, with great loss of time and heavy expenses confronting you. Now

present your card as in the past, and you are asked, "Are you looking for work?" "No, I am looking for health so that I can work again; have been on the sick-list most of the time for months in the past." Reply comes, "Am sorry, but you will have to get rates, which is a cent a mile." Thus the old-timer totters off, wondering what he will do as finance is low with him, having been off the road so long trying to regain his health. He has been a sober, industrious, careful man at the throttle, earning many a dollar for the several companies during his long experience, tasking his nerve and good judgment, ever bringing his train into terminal O.K., but now, alas, the old-timer is sidetracked, as he cannot ride on his card when seeking to regain his health from nature's remedies—mineral waters—thus to avoid the poison drugs the doctors would prescribe.

I wish to ask for cut rates from those railway managers who claim that employees' rates were put on to comply with the Interstate Commerce law. Very well, if so, one-fourth cent a mile to old employees would accomplish the same, as far as the law is concerned. Having such rates would enable these old broken-downs to do much in regaining their place back in the cab. When a man is young and able to stay with his engine every trip he, of course, would not notice a cent a mile much, drawing a large check every month, but listen: Such is not the case with those old silvery heads with bodily ailments coming on. Some official will say, "Old timer, you ought to have had plenty of money saved up by this time." "Yes, Mr. Manager, if my make-up had been for speculation and making money, I would not have been driving an engine for you, and again, you would not keep me in your employ if you learned that I attempted any other business outside of your services required of me."

Looking out for the company's engine in his charge, and rendering good service when called to go over the road, has ever been the greatest aim and ambition of that old engineer, who never allowed his mind to dwell on hoarding or accumulating this world's goods.

Brothers, I think it is time something is done to lessen the expense of these old, worthy, tried and true employees, who

are compelled to go away from home in quest of health, and we know there are so many who could avail themselves of one-fourth cent a mile rate, when from the long previous ill-health, the cent a mile would come hard for them, with the continual heavy expenses incurred by sickness. We call to mind that now all over the United States many rates to all parts are put on that are less than a cent a mile for everybody that wishes to go. Now, I would like to hear from others along this line who can wield a more mighty pen than I, and perhaps if taken up with the railway managers, their hearts may open in sympathy for their old employees who are earnestly struggling to hold on to life's duties a little longer, yet every year they find their staying qualities and vim of youth gradually giving away.

E. L., Div. 28.

Paid-up Policies, Pension Fund.

CAMDEN, N. J., Aug. 8, 1905.

EDITOR JOURNAL: The question of issuing paid-up policies or maturing the policies after so many years' continuous membership has been discussed in many phases through the columns of the JOURNAL, and are still hammering at the subject, with the hope that the continual dropping of the water will wear away the stones. I really believe there is an earnest desire on the part of a large majority of our Brothers to do something for our old and decrepit Brothers, worn out with years of duty on the rail, wounded and scarred with battles for this grand old Brotherhood, and in times when to admit you were a member you would lose your job. I don't think there is any record of how many lost their jobs by simply admitting they were members, and stood up and fought for the principles, and they are just the same old principles that you and I are enjoying today. Why, there are over two-thirds of you that cannot be coaxed to visit your Division room more than once or twice in the year. It is all smooth sailing now. Don't forget that it has not always been so.

I heard Brother Everett, T. G. E., make a statement the other day at Lebanon, Pa., that he could name a few—I think it was five—that kept the B. of L. E. alive on the Pennsylvania Railroad, east of Pittsburgh. Today we have five thousand on the P. R. R. systems. Then how about the R.

and R., and lots of others the same way?

I feel sure that when you meet one of those white-haired old Brothers, your hat goes off, and your heart goes out to him with profound respect, and if in the little conversation you have, he says, "Brother Tom, my little pile has run out. I can't work any more. I don't know what I am going to do," and big tear-drops start down his cheeks, as he makes this humiliating confession, words fail to express adequately my feelings, and it is not necessary, if you have but experienced just one of these cases I have pictured in feeble words to you, and may be there's a dear old wife wearing out with anxiety; what are we going to do?

Naturally, he says, "If I could have some of my insurance—I have paid every assessment for thirty or thirty-five years, and it sums up quite a bit of money—it would see me through, so that I would feel I was under no obligations for charitable bequests."

Unfortunately, there were no provisions in our insurance to meet these conditions, and as we are incorporated, I don't think the state law would allow us to do otherwise than what our charter and policies call for, no matter how much we might be so disposed. This fact should not deter us from other lines of thought and action. The aged, and the incurable helpless Brothers—what a misfortune to be crippled or stricken with some disease that renders you hopelessly helpless the rest of your life. What a terrible anxiety for this unfortunate Brother, and what a burden for his family, and as yet no provisions to meet these conditions. "Yes," I imagine that I hear some of you saying, "if a man gets old, he ought to have enough put by to take care of him in old age." This is very true, but I'll wager that there are thousands of you today if you had followed your own inclinations when you were young, what you would have saved for old age would not keep the wolf from the door very long. The influence of some good woman, mother, wife or sister, is all that saved your little pile, and it is that same influence that takes you to church every Sunday, and it is that same influence that has made men of you that this grand old Brotherhood is proud of. What a man saves after he gets 43 or 50 years of age from daily wages does not accumulate a very big pile.

We have made provisions for death, accident, sickness, funeral benefits, etc. Our Grand Chiefs, past and present, have repeatedly told us, "Take care of your money—invest it judiciously, and you will have means to take care of you in your old age." True. Now, the very best investment anyone of us ever made

has been right in this grand old Brotherhood. Nothing has ever paid such honest dividends to its shareholders. Many times our shareholders have realized 1000 per cent or more on their investments; the Standard Oil Company stock sinks into insignificance compared with it. That's all right to have some of just as a fier or side issue—B. of L. E. stock is all real—always some to be obtained where desirable parties make proper application to become stockholders, and all is guaranteed not to be watered and to be just exactly what it is represented to be. If some of the stockholders would be willing to be watered, that is, cut the liquor out, the stockholder would undoubtedly be improved very much, but the stock is just the same.

How about a pension fund in our Brotherhood, independent of the insurance and every Brother get in line? Did you ever realize what \$2.00 per month would do in this direction? Let me have your attention for a few moments. Get out your pencil and do a little figuring for yourself. I will try and give you an idea what \$2.00 will do that is approximate, but near enough to facts to make your eyes bulge. 50,000 members at \$2.00 per month equals \$100,000; in one year \$1,200,000; in ten years just \$12,000,000 to your credit and nothing said yet about interest. If you just used the interest for pensions, \$1,200,000 after the first year would net \$60,000 at 5 per cent; after the second year you would have \$120,000; after the third year \$180,000, and so on until the interest on the \$12,000,000 was coming in when it would net \$600,000 a year. After a Brother has paid in ten years, \$24 per year amounts to \$240, then let him only pay \$1 per month, \$12 per year. If he paid the \$1 per month for 30 years, it amounts to \$360—\$360 and \$240 equals \$600—the total amount you could possibly pay in in forty years.

As I showed before, the interest on \$12,000,000 at 5 per cent would be \$600,000. Now, 50,000 Brothers at \$1 per month equals \$600,000 per year, total \$1,200,000. This would just pay 2,000 pensions at \$50 per month for one year. This is estimating 4 per cent on the pension.

Now, just look, he has invested just \$600 in 40 years, and in one year on the pension he would receive \$600; in five years he would receive \$3,000 for his investment. Just a word now. Don't you think it is worth trying?

Another plan, if you would be willing to pay \$2 per month continually without accumulating any fund, 50,000 Brothers could put 2,000 on the pension at once at \$50 per month. In this way it would cost each Brother \$960, if he paid in 40 years,

and he would draw out in 19 months all he had paid in. Further, to bring you in \$600 a year you will have to lay aside \$25 a month for 40 years to accumulate \$12,000, not counting accumulating interest. If you can do this, and see your way clear to save \$25 per month, just you salt \$23 away every month in any way you think best, and the other \$2 in a pension fund in the Brotherhood, and I will guarantee you there won't be anybody around with subscription paper to take care of you in your old age, for you will have \$11,040 in the bank against \$12,000 you should have had, and the other \$2 per month you have paid into the pension has also been working. The very first month he helped 2,000 of our old Brothers to enjoy something of comfort and luxury in old age; in one year that \$2 of yours has assisted in the same benevolent act 24,000 times, and in 40 years that same old \$2 would have assisted in that same act 960,000 times; and that same \$2 per month for 40 years had been one of 50,000 to circulate \$48,000,000 of joy to our old and helpless.

Brothers, many of them that have made it possible for us to do these things through the instrumentality of our grand old Brotherhood throwing in the luxury and comforts for our families. Better pay, better conditions, protection, an insurance where about 96 per cent of moneys collected goes back to the policyholders, as against 8 or 9 per cent of the old line insurance company moneys paid in by the policyholders ever goes back to them. Think of it! We are better men—have better respect from our employers and the community—and above all, the world is better off for our being in it.

I hope I have not tired you, but this is good food for thought, and not necessarily for the B. of L. E. alone. Other noted organizations could invest a few thinks on this subject also; even with the \$2 per month added, it doesn't take us much above the old line insurance rates for the benefits we receive for accidents and death.

One more word, don't read this and cast it aside, but do a little figuring for yourself. I have tried to show you what it is possible for \$2 a month to perform—get an opinion of your own, and have the courage to go to your Division meetings and back up your convictions. Take that good old mother, wife, or sister that has been your guardian angel into your confidence, talk to her about it. The subject is worthy of every consideration, and now is the time for action on your part, if you would effect results at your convention which meets next May.

Yours fraternally,

THOS. H. JOINER, Div. 22.

Helpfulness of the Y. M. C. A.

PHILADELPHIA, PA., July 30, 1905.

EDITOR JOURNAL: In the June number we find an article in relation to the Railroad Y. M. C. A., and with your permission I would like to devote this letter to that association. I heard in a meeting some time ago a good Brother telling of the great good the B. of L. E. had accomplished in days gone by in certain sections of the country, and he gave the organization great credit for the good work done, but it remained, he said, for the Y. M. C. A. to come along and bring the work to perfection. So, if you read between the lines, these two associations, in his opinion, are one to a certain extent right, but the other, no doubt, under all conditions is right. Now, I belong to both; I have always been interested in both, but I find so much opposition to both from certain people that naturally I wonder why.

To elevate our standing in society as men is the object of the B. of L. E. Is there anything wrong or criminal in that? The Y. M. C. A. says her principles are body, spirit. Is there anything wrong or criminal in that? To do for the other fellow, to assist him, to instruct him, to advise him, to encourage him, to comfort him. Are not all these worthy of consideration on the part of all fair-minded men? Then why this contempt; these objections on the part of so many against the principles of the Y. M. C. A.? Is it through ignorance or prejudice that so much opposition is shown and so often by those to whom you would look for a better opinion; those who in childhood were taught at their mother's knee to lisp the evening prayer, who in young manhood were ever surrounded with Christian influence, who have grown hard and set in their ways against what has all through life been their guiding friend—body, spirit. Some days they get all the bodily exercise they need and more than they want upon the road. No doubt this is true, but drop self and think of the other fellow who is housed up for hours, and to bring it nearer home, think of that boy of yours. Would you not rather have him building up under Christian influences a good, strong, healthy body, than roaming the streets to do as he pleases, and in so many instances causing you to wonder in sadness where your wandering boy is tonight? Personally, if I were the whole Y. M. C. A., I would not bother about men that are over 40 years of age, hide-bound in their opinions and prejudices. But, oh! men, I would plead with you to give me your boys, who must come under

strict discipline in the association to belong to it, subject to your will to know when they are there and when they are not, under such rules and regulations as to education, games, pleasures, exercises; under medical examinations to permit not too much of anything that will injure, but allow only what will build up their bodies and make manly men of your boys.

It has been my privilege to belong to the P. R. R. Y. M. C. A., and I have seen so many boys grow up and have wandered away, some to railroad positions and some to others, and the latter, with regret, have been compelled to sever their connections on account of not working for the company. Many are living good and useful lives and are in their lives a blessing to those they come in contact with, and among the older men I have seen so many changes, so much happiness brought into homes, so much joy brought to those who have departed this life, and all this brought about through the influence of the Y. M. C. A., that I think every man who works for our company should be a member of the R. R. Y. M. C. A. Give us at least your financial assistance, if you cannot do any more, and in helping us you will help yourself.

To deviate a little I feel sorry for the engineer that does not belong to the B. of L. E. Some men advance the same reason for not belonging to it that they advance for not belonging to the Y. M. C. A. Still, I would have them open their eyes wide and look ahead into the future. The associations are advancing, are increasing. Does it denote anything—will it mean anything to you? For years railroads have advanced so rapidly that officials and men have been growing further apart, and now, after these years, we find officials at the heads of our associations and we meet in the rooms of the Y. M. C. A. as friends and all employees of the one road, and all working as we best know how, with the help of God, for the good of the other fellow.

Do you believe in this? If so, come with us. Don't whine if everything doesn't come your way. Be cheerful under adverse circumstances. Try again is a good motto. You will be none the less a man to be under Christian influence. These associations are not churches; you are not compelled to do anything, only keep your eyes and ears open, and if you do this and be true to yourself, I am satisfied that before long you will conclude that there are more good and more well-intentioned people in the world than you ever dreamed of.

Fraternally yours,

C. B. NIXON.

Economic Conditions for All.

LITTLE ROCK, ARK., Sept. 3, 1905.

EDITOR JOURNAL: The one economic condition that should be striven for in all countries, regardless of their form of government, is a more equitable distribution of wealth. This should be the paramount question for all good citizens, and if the laws and customs are such that this cannot be attained, then the laws and customs should be changed, with this end in view. The results of a more equitable system in the distribution of wealth would prevent the accumulation of such enormous fortunes as we see in this and other countries and, on the other hand, make it unnecessary that undeserved poverty should exist, thus making the very rich feel more secure in their holdings, and those not having so much of this world's goods more contented, happy and patriotic. There are numerous reasons given for the poverty existing, some of which are intemperance and foreign immigration, but to show that this view is unfounded we will point to the inhabitants of India who are very temperate, using no liquor, it being contrary to their religion, they being religious fanatics, and it has been said that more of them have died of starvation in the past year than the number killed during the same time on both sides in the Russ-Japanese war now being waged; and as to foreign immigration, it is well known that there are many countries of Europe that have no foreign immigration coming in their borders, and where there is more poverty and lower wages than exist in this country. If the above be true, then we must look to some other cause for the existence of poverty.

This rapid accumulation of wealth in this country into a few hands has been going on for the past forty years, and to protect themselves against the arrogance and cupidity of those forming this class, and for the further purpose of combating the "iron law of wages" and thus, in a measure, endeavoring to secure a wage that they could decently live on and continue to produce, the wage-earners of the country have banded themselves together in what are known as trades unions. Practically the origin of the trades union movement in the United States commenced with the organization of the Brotherhood of Locomotive Engineers in 1863, while the country was engaged in a great civil war. It is true there were some labor organizations before that period, notably the shipbuilders, but they never amounted to very much as a factor in the labor problem.

Prior to the Civil War there seemed to

be no reason for the existence of organized labor. It is true that around New York and a few other seaports there were always more or less idle laborers, but in the country at large the demand was always in advance of the supply. Before the Civil War there were large areas of virgin soil that were open to the settler, upon which he could make a good living, rent free, consequently he would not work for another man for less wages than he could make working for himself. In consequence of this the labor markets never became glutted. It is true that wages at that day, measured in the number of dollars, were not as high as they are now, but the disparity between the highest and lowest wages then were not as great as they are now, and while some of the well to do did not enjoy all the luxuries then that are now enjoyed by the prosperous mechanic, no one who would work need go hungry.

It is a well-known fact that in the past the careers of nations have been somewhat similar to that of the life of man, that is, that they have had their youth, manhood and old age, their old age and decay coming on as wealth continued to center in a few hands, and the wealthy thereby being enabled and encouraged to live idle and luxurious lives; this seems to be a law of nature, like causes producing like effects.

What is sometimes spoken of in a sneering way as the labor question is something of much greater import than many suppose. It is the question of civilization itself, or in other words, upon its proper solution depends whether our present civilization will advance or recede—whether we go back into barbarism, or continue to advance to a higher and nobler state of society.

Now, the writer in his allegiance and loyalty to organized labor believes that he stands well in the forefront, having been a member most of the time since 1873 and, considering all the great advantages he has enjoyed, he would be an ingrate to belittle organized labor, and if it had never done any other good, its educational effects in uplifting its members socially, morally and otherwise, would have paid for its outlay, not taking into consideration the increase in wages. There is no doubt but that railroad train labor, from various causes, has been benefited in a larger degree by organization than some of the other trades, and if supply and demand controlled in the labor market, railroad men would be working today for 60 per cent of their present wages.

In speaking of the labor question, however, we are too prone to think only of the one million or more railroad men, and

leave out of account the other eight or nine million, but our welfare and happiness is interwoven with theirs in such a way that we can't avoid, and this is what is sometimes called interdependence. The first time that the writer ever gave the subject of interdependence any serious thought was after listening to an address by Mr. E. T. Jeffries, before the Chicago Convention of the B. of L. E., in 1887. Of course, it did not take a very broad scope, referring only to the employees of a railroad, yet the principle was of universal application and, by the way, I never enjoyed an address more than I did this one, though later at Atlanta, Ga., in 1893, ex-Governor Northern made a very humorous and witty address on the same subject, referring to the relations existing between each of the train crew, as well as the telegraph operator and the dispatcher, showing as a result that the engineer was not the whole cheese on the train.

Thus far I have written merely as an introduction of what I wish to draw attention to and emphasize and that is, "Does any intelligent representative of the interest of labor have no higher ideals for the advancement of the material interest of the toilers of the world than our present organization?" and in thus making the inquiry I am not thinking of Marx or Ingles or their solution of the labor problem, for the simple reason that I believe that if all machinery were destroyed tomorrow, except the hammer and chisel, labor if given free access to the storehouse of nature, could reproduce it in a few years.

Primarily, there are but two factors in the production of wealth—these are labor applied to land, and in this sense land includes everything in its original state in nature, except man. Consequently, if we can give labor free access to land, not only farming land and mining rights, but valuable city land as well, there is no limit to the production of wealth, provided we do not tax the products of labor. This can be avoided by taxing only land values irrespective of improvements, and which would secure to the worker the full product of his labor, and when he gets this there is nothing more to get.

In the feudal days of England the land belonged to the crown and paid the expense of war, the poor rates, and church dues. With the advent of the industrial system this burden, by means of the excise and other indirect systems of taxation, was shifted to the shoulders of labor, and which were introduced in this country.

Herbert Spencer calls attention to this in his Social Statistics (published in 1850) in Chapter IX, entitled, "The Right of

the People to the Use of the Earth." Spencer says, "Equity, therefore, does not permit property in land. For, if one portion of the earth's surface may justly become the possession of an individual, and may be held by him and for his sole use and benefit, as a thing to which he has an exclusive right, then other portions of the earth's surface may be so held, and, eventually, the whole of the earth's surface may be so held, and our planet may thus lapse altogether in private hands."

As a slight illustration of the above, it has been frequently stated in the public press recently that Greater New York with more than three million population is owned by less than 19,000 families, thus making the former, tenants or rent payers, though there is nothing wrong about rent, it is as natural as gravitation; but where the injustice comes in is that at present labor pays both rent and taxes. Under the Single Tax system labor would be exempt from a tax on what it produces, which would mean a couple of billion dollars yearly left in the pockets of the people.

If the appropriation of ground rents by the government produced more revenue than was needed for purely government expenses, the surplus could be disposed of in the general interest of the people, such as old age pensions, free light, water, and street car transportation. The latter could be run as an elevator in an office building is now run; and in addition we could have parks, enlivened by music, children's playgrounds, public wash-houses and bath-houses, standing rewards for scientific inventions that would benefit mankind, etc.

Under these conditions labor and capital would be lined up shoulder to shoulder, and if they fought anyone, it would be attempted monopoly. Under this system of taxation the people would get the meat and monopoly be left the shell. There need be no revolution — every land owner could still possess his title deeds and call the land his own. All that would be necessary to put it into effect would be to abolish one tax after another, until there was but a single tax on land values left.

Perhaps a great many who read this article may think that it is wrong in equity, but the principles have received the indorsement of many illustrious men.

This simple tax reform would not only relieve the congested centers of labor, but make it possible to abolish the crowded tenements and tall buildings in the large cities, making slums, with their population, a thing of the past.

Fraternally yours,
ROBERT HERIOT.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Sept. 1, 1905.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of August, 1905:

FROM B. OF L. E. DIVISIONS.			
Div.	Amt.	Div.	Amt.
27.....	\$ 5 00	237.....	10 00
35.....	5 00	261.....	12 00
56.....	5 00	344.....	5 00
90.....	5 00	359.....	10 00
66.....	12 00	398.....	11 50
117.....	10 75	416.....	5 00
124.....	2 00	419.....	25 00
131.....	12 00	493.....	12 00
136.....	4 50	502.....	10 00
152.....	11 00	507.....	12 00
160.....	12 00	517.....	10 00
187.....	12 00	521.....	5 00
203.....	25 25	526.....	10 00
221.....	12 00	541.....	5 00
222.....	10 00	583.....	19 50
Total.....		\$306 50	

FROM G. I. A. DIVISIONS.		Amt.
1.....		\$ 2 80
Total.....		\$ 2 80

SUMMARY.

O. R. C. Divisions.....	\$ 54 50	
B. of R. T. Lodges.....	238 89	
B. of L. E. Divisions.....	306 50	
B. of L. F. Lodges.....	183 50	
G. I. A. Divisions.....	2 80	
Mrs. George Shank.....	2 00	
James Costello, of Div. 270, O. R. C.....	1 00	
J. E. Simmons of Fitz-Hugh Luther Co., of Chicago, through Div. 113 O. R. C.....	15 00	
E. T. Payne, of Div. 477, B. of R. T.....	1 00	
M. M. Shirk.....	1 00	
E. V. Ray.....	1 00	
F. J. Bauer.....	1 00	
T. G. Higgins.....	25	
J. F. Smallwood.....	50	
Robert Powell.....	1 00	
T. F. Dupmuck.....	1 00	
R. E. Kinney.....	1 00	
Lockwoos.....	75	
Wm. Davidson.....	25	
C. O. Cox.....	25	
B. F. Evans.....	1 00	
A. E. Jones.....	50	
B. R. T. of Div. 53.....	1 00	
G. H. Ellis, B. R. T. of Div. 68.....	1 00	
J. W. Bayne.....	50	
F. E. Ennis.....	50	
O. T. Hansen.....	50	
W. A. Ensign, O. R. C., of Div. 85.....	1 00	
A. M. Cummings.....	1 00	
W. E. Thomas.....	1 00	
George W. Orr, O. R. C., of Div. 282.....	1 00	
George Swartout.....	1 00	
R. B. Lancaster, B. of L. F. Div. 173.....	50	
T. A. McAvoy.....	50	
E. Dunning.....	1 00	
B. F. Chambers.....	1 00	
O. D. Genengood.....	25	
O. A. Brown.....	50	
J. E. Pillsbury.....	50	
M. J. Phores, B. of L. E., of Div. 134.....	1 00	
J. F. Vance.....	1 00	
Wilhelm.....	50	
Total.....		\$ 829 94

Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



● Ladies' Department ●

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, Mrs. M. E. CASSELL, 922 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Autumn Days.

Autumn is here, treading so swiftly on the heels of summer that we have scarcely noted where the two seasons touched. But the leaves are beginning to fall in the parks in the city and from the trees on the farms and in the woods out in the country, where Nature is always at her best.

The leaves are falling slowly and silently, but still they are falling. October is here in all her majesty and beauty of coloring. The foliage will soon become "a royal crown," decking Nature with mingled hues of green and gold and red.

If the pearl of the year is June, with its fresh, gracious loveliness, then October is the ruby, a crystallization, royal, even in the rough. There is no day when October is not glorious, although it is variable.

The birds are getting ready to fly to warmer climes, where they will remain during the snows of heavy winter.

The flowers, like the birds, are also

leaving us. Few flowers besides the asters and the goldenrod linger along the roadside with some of the more lowly members of the sunflower family.

To the general eye, Nature's gay children have departed, and winter seems waiting around the corner to close the door of the year, but the true lover of flowers knows where he can still find the second blossoms that spring from the stem of the mowed-down goldenrod, ox-eyed daisies, black-eyed Susans and a score of others that those who delight in even the lowliest wildflowers know well.

The brightness of their smile will not be gone from glade and glen until the cold frost comes.

The year is fast fleeing before us, and all those who, last New Year's Day, made good resolutions which they have not as yet found time to keep, should seize the few remaining months to accomplish what they promised.

Let not January come again and find us unable to look back and say that the year that has gone has shown progress and improvement, but rather let us be able to remember in the days to come that this was the year in which we accomplished some great thing of which we may well be proud.

A Visit to Buffalo.

Through the kindness of our Grand Treasurer, I was privileged to attend the inspection of the Buffalo Divisions conducted by our Grand President. On the first day of our visit, we were the guests of Div. 79, of which our Grand Treasurer is President. The work was beautifully done, and the order was excellent, and the President was highly complimented by Sister Murdock on the success of her work in bringing her Division up to the high standard which they have attained. At the close of the morning session the Sisters were all invited to a restaurant where dinner had been specially prepared, and was fully enjoyed by all who were privileged to attend. In the evening we were given a trolley ride around the city and out to Athletic Park. On Tuesday morning, by courtesy of Sister

Watkins, we were given a carriage drive around the city, going first to Ft. Porter, where we had the pleasure of viewing the soldiers drilling, which is a most inspiring sight; going from there to Delaware Park, passing the magnificent Allbright Art Gallery, returning to lunch at Hengerer's Café, with Sister Bailey.

On the 11th, we were the guests of Div. 280, Sister Murdock again conducting the inspection. The work was very well done, indeed, the responses to all the questions being prompt and correct, showing a very good knowledge of the by-laws. Sister Murdock expressed her appreciation of the splendid way in which all the work was done, and I feel sure when the report appears in the JOURNAL, Div. 280 will stand well to the front. At the close of the meeting we were entertained at dinner by Sister Hotchkiss, President of 280, at Castle Inn.

There is a good deal of history connected with this grand old building, it being the home of the late President Fillmore. We were shown through the splendid drawing-rooms, also the bedchamber in which President Fillmore died, which is still adorned with some of the quaint old walnut furniture, conspicuous among them being a walnut bedstead of very antique appearance, and a very handsome bookcase. In the evening a reception was held in the home of Sister Hotchkiss, where we were able to renew old acquaintances and make new ones which we trust will be lasting. After doing justice to all the good things prepared, we said good-night and repaired to our homes and slept the sleep of the weary, to be ready for another day of enjoyment.

On the 12th we were the guests of Div. 232, who treated us to another carriage drive. And as the Elks' convention was being held in the city we drove up town to view the decorations which had been erected in their honor. As this was the day of the great procession we were favored with a very good view, considering the immense crowd. Elks there were from every State in the Union. And the Stars and Stripes floated bravely in the breeze as the bands played popular music.

Each State was represented by some symbol. There were the demure little Quaker maidens (with never a tuck in their dress) and the laundry men from Troy. It would take too long to tell all the wonders of that long procession, and time went all too quickly. As we were driven through the beautiful avenues of trees and down Delaware avenue, past the residence of J. G. Milburn, where President McKinley died, and a little farther on the home of Mr. Wilcox, where President Roosevelt took the oath of office. And just opposite this street and almost directly in front of Castle Inn, the city is erecting a fitting monument to that grand man whose memory is beloved and honored by all men, President McKinley. We were then driven to Hotel Broezel, where we were entertained at dinner by the President of 232. We again assembled in session and were delighted with the work done by these Sisters. At the close of this session we were all invited to the home of Sister Watkins, where a most elaborate dinner was prepared for all the Sisters. It is needless to say we most heartily enjoyed all the good things provided by the ladies.

And as the evening wore on with social intercourse and reminiscences of other days, we felt that our G. I. A. is indeed a noble order, and I for one am proud to belong to such a grand organization. As all things must end sometime we at last said good-by to our friends and to our Grand President who was to leave very early the next morning.

Sister Editress: I feel that these few broken remarks fail to do justice to the royal way in which we were entertained by our Buffalo Sisters, but I wanted to in a measure share the good time accorded Sister Murdock, Sister Peeke, of Albany, N. Y., and myself with those who had not the opportunity of enjoying it with us. And I assure you that anyone who is fortunate enough to be their guest will be sure to have as we did a pleasant and profitable time.

Yours in F. L. & P.,
A. A. SPROULE.

Through the Years.

Keep up, brave heart, and falter not, although
 The road be hard, and flowers grow not near,
 'Tis easy walking when soft grass below
 And heaven's blue above delight and cheer;
 But in the grim, dark weather, on the stones
 Which hurt us, then a steady march along
 With head upheld, and smiles, instead of moans,
 Bearing our lot; nay, helping midst the throng
 The feebler ones who faint beside the way—
 That is a life which leads to perfect day.

As time rolls on, one lesson comes to all—
 The need of patience and a sober mind
 Expecting not that at our eager call
 Within our grasp we untold bliss shall find
 That bird of Paradise, with shining eyes
 And many-colored plumage golden bright
 Which flutters o'er us, and for our sad sighs
 Shows glorious visions, bathed in seas of light,
 But visions only, like the morning dew
 They vanish as we pass the long years through.

Yet there is much of happiness on earth—
 Some days are gray, but many have the sun
 To gild their hearts; gladness then and mirth
 Attend upon them, and our footsteps run
 On mossy turf, 'neath shade of sheltering trees;
 Peace in our souls and music in our ears,
 Painless in body and a mind at ease
 Quiet, and fearing naught for future years.
 With cheerful heart and looking for the best,
 Let us then journey to the endless rest.

Thirty-Five Years of Service.

I made a very pleasant call on Brother Hugh Sullivan and wife a few weeks ago and found Mr. Sullivan enjoying a much needed vacation. The occasion being the thirty-fifth anniversary of his connection with the B. & O. line or rather combining the B. & O. S. W. and the old O. & M. road. Some of his friends declare Mr. Sullivan to be a most fortunate man; but there is, in my opinion, something more than luck in his capacity of engineer. There has been care, the ever watchful eye and the alert ear, always looking ahead for danger; every nerve strained to the utmost in his constant attention to duty, truly the service he has given to his employers is remarkable. In all these years he has never met with an accident, never but twice was he reprimanded, on those two occasions the cause was trivial, one offense was for running ahead of time a few minutes, the other for

passing a danger board a few feet in advance. Mr. and Mrs. Sullivan have a large comfortable home and their especial pets are one dozen cats and a beautiful black mare whose coat shines like satin. I must not mention Mr. Sullivan's age, it may be a breach of proprieties; but that he is a trusted and valued employee of the B. & O. S. W. there is no question. There are a great many other engineers whom I could willingly and truthfully mention as worthy men did space allow. There are Bros. Robinson, Evans, Markle, Boas, Alberty, Donnell, Towey, Smalley, Nimnicht, Stump, Lynch, Haag, Michler, Borders, Schwab, Guth, Day, Dory, McKinster, Gilley, Waggoner and others whose names I cannot now recall that have proven themselves efficient. May God guard over each and all and may they continue for many years as worthy in the future as in the past the noble engineers for the B. & O. S. W.

Their friend,

MRS. HENRY B. JONES.

New Divisions.

SISTER J. A. MORTON, of St. Paul, Minn., informs us that she wrote this office about organizing a Division at Breckenridge, Minn., giving a detailed account of the same and the hospitality extended by those forming the new Division. This letter was never received and as Sister Norton lost the original notes she felt that she could not write it up again and get it to suit her from memory. We wish to welcome this Division to the ranks of the G. I. A. and would be pleased to hear from them at any time.—EDITRESS.

WHITE ROSE Div., 360, was organized at Lafayette, La., July 6, 1905. We were met at the train by Sister Ella Carroll and Brother Gregory, Chief of F. H. Gregory Division, who told us the hall was in readiness for us. We were then taken to the hotel for dinner, and soon afterwards were ready to organize. After the Division was organized it was rather late, so we proceeded to the residence of

Brother and Sister Battorff, where we had supper and spent a pleasant evening.

On Friday morning we nominated and installed the officers and went through the work successfully and in the afternoon we finished our work rather late.

We were stopping at the home of Sister Ella Carroll while in Lafayette, and on Saturday she took us to the train, and in spite of the rain we were met at the station by Brother and Sister Battorff and Sisters Wooley and Dobbins, who bade us farewell.

Wishing this new Division success in every undertaking, we are,

Yours in F., L. & P.,
 MRS. R. ENGLER, V. Pres.
 MRS. J. R. ALLEN, Treas.

Milwaukee School of Instruction.

July 26, Grand President Sister Murdock came to Milwaukee to hold a school of instruction. She and Sister Balls, of No. 1, the Inspector for this section, came direct to the hall from the morning train. There were about one hundred sisters of different Divisions to welcome them. Among the visitors were Sister Brockman, President of Div. 347; Sister Johnson, of Div. 238; Sister Kileen, of Div. 54; Sister Powers, of Div. 196; Sister Hart, of Div. 85; Sister Dixon, of Div. 255, besides Sisters from Lacrosse and Fond du Lac. Division 54 deserves special praise for the large delegation she sent. One face that brought many smiles was that of Sister Spooner, of Div. 35. Sister Spooner organized Jewel Division, and was later one of our Presidents.

Sister O'Keefe called the meeting to order, and the officers of Jewel Division filled the chairs. They worked faithfully until 12:30, when the Sisters made merry while doing justice to well-filled lunch-boxes. It being a day for work, little time was spent in the dining room. Div. 255 then filled the chairs and proved their knowledge of the work. We should have liked to show Sister Murdock a little more attention, but as she left at 4 p. m.

there was no time for social demonstration. Dear Sister Murdock, the "spirit was willing."

COR. SEC., Jewel Div. 231.

Inspections.

BESIDES the work of the office, of which an account was given in the September JOURNAL, a fraternal visit, in response to an invitation, was made to No. 353 at Fitchburg, Mass., June 8. Two sessions were held, at one of which Sister Moss, of No. 155, was also a visitor. Both sessions were well attended, and it was a pleasure to work with a Division which manifests so much interest; paying such attention to all the details of ritualistic work that we are assured No. 353, although the youngest yet in New England, will rank among the best. While in Fitchburg, by the kindness of Bro. Mulany, F. A. E., No. 191, it was my privilege to visit Whalom Park on the Fitchburg and Leominster Street Railway, which comprises many acres of land and grove near a beautiful lake. Many cottages are on the shore whose occupants have done much toward making this resort a success. The grounds are filled with a profusion of flowers. Among the other attractions are the bathing beach and pavilion containing many rooms, with an emergency hospital, laundry and drying plant, the toboggan slide, which starts from a tower 40 feet above the surface of the water; shore drive, rustic retreats and bridges, the deer park, with moose and elk and a variety of other animals. The theater has a seating capacity of 3,000, where the Whalom Opera Company amuses the public with light opera. In its interior from 1,000 to 4,000 electric lamps are used in producing electric lighting effects.

The McKinley cruiser, which during the campaign of 1896 was run upon the railway tracks as a trolley gunboat, manned by a gallant crew of enthusiastic Republicans, floats in front of the park, covered with many colored lights at night. She is a gorgeous sight. "Beautiful Whalom" offers many attractions and inducements to outing parties, and to be

near Fitchburg in summer and not visit this popular resort would be to overlook one's opportunity.

I was met and entertained by President Mulany, who, with Secretary Crowther, Insurance Secretary Parker and Treasurer Smith, accompanied me to the station. The entire membership sympathize with the latter, whose husband was killed in a wreck shortly after.

On June 18 the inspection of No. 256, Boston, Mass., occurred. President Thresher was on hand to meet and escort me to the hall, where more than half the membership were gathered for inspection. The hall was handsomely decorated with flowers, and the officers all in white made a fine appearance. Their "penny march," seen by many for the first time at the "school," receiving at that time many deserving compliments and much applause, was, with the officers' drill, repeated at the reception in the evening, June 27, by special request. Real initiation took place at inspection and "school." The Division now numbers about eighty. The work of Guide Clark and Marshals Palmer, Rockwood and Ruth Jones in installation was highly commendable. President Thresher and her officers and members worked well, for the result obtained an almost perfect mark.

Secretary Allen, No. 99; Sister Reynolds, No. 61, and Past Pres. Rockford, No. 118, were visitors. The latter, with myself, was entertained at the home of Sister Thresher. Dinner and supper was served in an adjoining dining-room and was the success it deserved under the chairmanship of Sister Ruth Jones.

On June 14, accompanied by Sister Rockford, who also entertained during my stay, proceeded to Providence, where a social meeting was held in the forenoon with No. 118. Dinner was served to 22 in Gelb's best style, after which we re-assembled for inspection. While we regret the absence of several by illness, and missed, oh, so much, the ever familiar face of our friend and Sister Darling, for many years the respected President of this Division, who was called home in July, 1904. We feel it a pleasure to note the in-

creased membership, and to greet the new members. For the first time we were favored with both pillars and marshals, and the several forms were so well exemplified and questions so well answered that we were as well pleased to give as they to receive high markings. Guide Brown did excellent work as usual. Sister Rockford, on behalf of No. 118, presented lovely fans.

After tea, with Bro. and Sister Rockford, calls were made upon Bro. Darling and son, Bro. Dennis McCarthy and wife, meeting there Sister Robert McCarthy and little one, the pride of the McCarthy household, and whose laughing eyes one could never forget.

President Mellor, Sister Rockford and Secretary Kelley saw me aboard the train, and I hope ere this that the engineer's wife, who accompanied me to Boston, is a member of No. 118. Arriving in Boston I was met by Sisters Thresher and Hurley, taking dinner with the latter, who kindly saw me aboard the train for Concord, N. H. MARY L. COOK.

CORRECTION.—The printed inspection report of No. 256, Boston, Mass., term ending 1903, gave this Division's report as follows: Ritual, 90; average officers' attendance, 63 per cent; average membership attendance, 35 per cent; general average, 71 $\frac{3}{4}$ per cent; charity, \$25. Corrected it should read: Ritual, 99; average officers' attendance, 94 per cent; average membership attendance, 46 per cent; general average, 85 per cent; charity, \$9. This correction will be much appreciated by inspected and INSPECTOR.

Mrs. F. M. SIMMS, Grand Organizer and Inspector of the G. I. A. of the B. of L. E., accompanied by Sister J. S. McKibbin, both of Indianapolis, Ind., inspected Snow Drop Div. 167, at Gallion, Ohio, July 27, 1905.

Magazines for 1906.

As we are approaching the holiday season and the time when we subscribe or renew subscriptions for magazines, let us remember Bro. B. F. Olliver and send all

the names we can to him with orders for magazines. He is agent for all the leading ones and has taken this means to support himself since his terrible affliction sustained in a collision.

If our Sisters will favor him with their orders for subscriptions, new or renewals, I am sure he will greatly appreciate their kindness. All orders addressed to B. F. Olliver, Casanova, Va., will receive prompt attention.

Study Club Program for October.

Quotations—Current events.

Part I.

1. Russia, geographical description. Surface, soil, climate, productions. Political divisions. When acquired.
2. What is meant by Muscovite, Russia, and origin of Moscow?

Part II.

1. Compare Ida M. Tarbell and Thos. Lawson as writers.
2. The Vooruit of Ghent, Everybody's for September.
3. Ella Rawls, Reader. Everybody's for September.
4. The Lewis & Clark Expedition and Story of Sacajawea, Pathfinders of the West. Miss Laut.
5. Judge Lindsey, a friend of the children. Frank Leslie for June, 1905.
6. The Great Peace Conference. Munsey for September.

Our study of Russia for this month will require few references. Geographies or Encyclopedias will give one a good description of this country, while the histories which are found in every library will greatly aid in whatever may be the difficulty. We recommend the following:

The Russian Advance, by Albert J. Beveridge, also Russia, Her Strength and Her Weakness, by Wolf von Schierbrand. Russia, by Alfred Ramband.

The clubs are at perfect liberty to substitute other authors. An excellent list will be found in the Ladies' Home Journal for September.

COMMITTEE.

We have received the report of the Jolly Hard Workers, G. I. A. S. C. of Springfield, Mass. This is a new club, comparatively, and though small is doing good work. Its membership is but eight, but will increase this coming year. All programs have been enjoyed.

MRS. C. D. FLAGG, Director,
MRS. H. D. VINING, Secretary.

Dear Club Members:

Let us be early at work this season. Do not deny outsiders the privileges of your clubs. There are many who would enjoy meeting with you. Do not forget that they may be of great assistance to you, even as your club benefits them.

PROGRAM COMMITTEE.

Division News.

ESCHSCHOLTZIA Div. 350, Point Richmond, Cal., has an encouraging report to make. Our Division was organized on March 9th of the present year, as reported in a previous issue of the JOURNAL, by our Grand Organizer, Sister Lizzie D. Armstrong.

The name Eschscholtzia is the botanical name for our State flower, the California poppy, and is pronounced esholtzia or escolisia.

We started in with an enrollment of 21 members and have added four to our list, two of these coming in on transfers.

On March 23, Div. 553, B. of L. E., to which we are auxiliary, sent us a check for \$25, for which we were very grateful.

On May 18 we gave a grand benefit ball and banquet, clearing over \$50. The committee on arrangements, Sisters Hopkins, Rich and Hicks, left nothing undone to make the affair a success, and all members worked with a will. Much credit is due to Brothers McCabe, Fitzpatrick, Runyon, Ellis, Rich and Hicks of Div. 553, B. of L. E., who assisted in decorating the ballroom and banquet room and acted as door-keepers and floor managers. The grand march was led by our President, Sister McCabe and Brother McCabe, and over 200 couples fell in line. Sisters Runyon and Hicks assisted as floor managers and caused each guest to feel that he was personally looked after.

The following members served as reception committee and assisted in serving supper: Sisters McCabe, Hopkins, Ellis, Adams, Rich, Megraw, Allen, Selvy, Fitzpatrick, Collett, Baker and Whitcomb.

The local Press had this to say of us: "The ball given by the ladies of Eschscholtzia Div. 350, G. I. A. to the B. of L. E., was the grandest affair ever given in this city, everything passing off smoothly and not an unpleasant incident to mar the pleasure of the vast throng. The decorations were both beautiful and unique. Bunting in the Division colors was draped in long streamers from the dome to the side walls, and from the ceiling hung

dozens of railroad lanterns and flags. The stage on which the orchestra was seated was a bower of plants and ferns, and on either side were placed glowing head-lights. The decorations in the banquet room were scarcely less beautiful, and the food was in keeping with the occasion. The ladies of the G. I. A. had personal charge of the banquet, which is a sufficient guarantee of its excellence, for they have gained a well-earned reputation of being royal entertainers. Of those who enjoyed the hospitality of Div. 350, we can only say that they comprised the best people of Richmond, the terminal City of the Santa Fe."

The ball being such a gratifying success both socially and financially, we have decided to give one annually.

MRS. J. MEGRAW, Sec. 350.

MISTLETOE DIV., 181, at Denison, Texas, again comes to the readers of the JOURNAL, with an account of a delightful party given Aug. 31, in honor of Mrs. P. McCarty, our Vice-President. It was arranged as a surprise and was one indeed. Her daughter, Mrs. Lizzie Williams, planned such a perfect scheme that we had only to arrange to meet at Sister Clark's, her next door neighbor, and we would be informed when all was ready. We were given the signal and took possession of Sister McCarty's house. At the same time she was summoned home from a neighbor's and her surprise was complete. Our President, Sister Oland, in behalf of Mistletoe Division, presented her with a handsome present, expressing the love and high esteem of all officers and members. Sister McCarty was scarcely able to respond, being so overcome with surprise and emotion. A number of Sisters then took charge of the dining-room and when we were invited out for refreshments it was indeed a beautiful sight. The large room with its tables and sideboard was decorated with roses and our colors in ribbon. Dainty ice-cream and cake were served and during the time Bro. Mays made a speech which was much enjoyed. The large crowd of Sisters and Brothers and their

families who spent the afternoon with Sister McCarty and her family, will long remember it as a time spent in real enjoyment. Sec. 181.

ONE of the most delightful and brilliant functions of the season was the luncheon given by Div. 156, Oakland, Cal., in Fraternal Hall, Seventh and Peralta streets, Oakland, at Wednesday noon.

The hall was very prettily decorated; the color scheme being pink and white, which was carried out with clever and artistic taste. In the center of each table stood a massive bouquet of pink lilies and their heavy perfume added much towards making it a most enjoyable affair.

A very dainty and delicious luncheon was served at 1 o'clock, after which a meeting was called to order by the President, Mrs. C. B. Chase. Divisions from Point Richmond, 350, and Division 106 from San Francisco were present and speeches and eulogies were given by Mrs. Boley, Grand Chaplain; Mrs. Armstrong, Grand Organizer; Mrs. McCabe, President of Div. 350; Mrs. Brown, President of Div. 106. They afforded much pleasure until the lengthening shadows began to fall, after which all adjoined happier in every way by the brilliant success which crossed their paths, and which they would not soon forget. Words cannot express the praise and appreciation of the visiting Divisions for the cleverness in which the affair was conducted from beginning to end.

Another happy event was a clever and delightful surprise tendered to Mrs. J. Luhr at her beautiful residence, 1903 West Berkeley, near Tenth street.

An informal program was arranged for the earlier part of the evening, in which Miss Hazel Chase rendered several piano selections. Little Miss Luhr sang several pretty little songs, and rendered many like recitations. Mr. Luhr gave a number of zither selections, after which the guests participated in cards and dancing, in which the old Virginia reel afforded much merriment.

They soon afterwards withdrew to the spacious dining hall, where a sumptuous

repart awaited them, and to which all did ample justice.

At a late hour the guests departed, declaring that they had had a splendid good time, and hoping that many more such clever surprises were in store for them.

MRS. D. B. CHASE.

(One of the party present.)

PRIDE of 475, Div. 307, Smithville, Texas, entertained quite royally on the 22d of July in honor of their second anniversary, and it proved to be one of the most enjoyable events in the history of their Division. Sister H. B. Dain kindly consented to our using her house, which is always attractive, but was made doubly so on this occasion. The pretty lawn had been lighted with electric lights, and proved to be quite a pleasure resort for the young folks. The committee on decoration showed what could be done in the way of decorating by a few ladies with good taste and a few yards of tissue and bunting. The arch between the reception hall and dining-room had been draped to form portieres, and directly in the center was the star and crescent with large letters forming G. I. A. suspended underneath. The dining-room had been decorated in the same material and it all looked very pretty and had quite a significance for us, it all being in colors. Invitations had been issued to all the Brotherhood men and their families. After all had gathered and been made to feel at home by Bro. Dain's amiable family, a splendid address was delivered by our President, Sister Young, in which she presented clearly and forcibly the aims and purposes of our order, urging all B. of L. E. men's wives to join us. After the address the following program was given:

Piano and violin duet, Miss Thatcher and Leonard Young; recitation, little Ruth Francis; violin selection, Master Herbert Gallegley; vocal solo, Miss Thatcher, accompanied by Miss Janssen; piano and violin duet, Leonard and Lorena Young; vocal solo, little Errin McGowan. Charades, contests and other games were enjoyed, but owing to the lateness of the hour quite a number had to

be left out that the committee had prepared. Before the guests separated for the evening delicious refreshments were served. The hostess was ably assisted by Sisters McGowan and Donovan. We hope all felt amply repaid for coming, for it certainly afforded us much pleasure, and added one more link in the already long chain of pleasant socials.

FROM A MEMBER.

AS IT has been some time since you have heard from Olympia Division 219, Wilkensburg, Pa., and as we are still in good running order, we take this opportunity to tell you of some of our good runs. On July 20th we gave a birthday social, it being well attended by our Brothers and Sisters and families. Our hall was beautifully decorated in Japanese lanterns and our colors. Our admission was a penny for each birthday past. Some of our good Brothers and Sisters owning up to their age, and some of our Brothers being a hundred years old, we collected quite a nice sum in our treasury. Music, games and dancing were enjoyed until 10 p. m., when a delicious lunch was served. A very pleasant and social time was enjoyed by all. Hoping to have more in the future, I remain

Yours in F. L. P.,

PRES. 219.

THE members of Div. 310, Derry Station, Pa., held their second annual picnic at Idlewild Park on Aug. 19, 1905, which proved to be a success in every detail. The following description is from the *Derry Gazette*:

The B. of L. E. picnic last Saturday was the event of the season for Derry people, nearly all of whom attended and enjoyed a day of pleasure in the romantic Idlewild Park. For once the weather man was favorably disposed towards a Derry outing and the day was all that could be desired. The long train was made up and at the station at 8:30 and soon crowds of people in holiday attire were flocking to the train. The handsome gowns of the ladies were given a charming touch of color by the pretty

badges provided by Billy Murphy, whose stock of 1000 was soon exhausted. A better behaved, better dressed or better looking crowd of excursionists has never assembled at the famous Park. Everyone was out for a happy time and no one was disappointed. It was a great big family party without one unpleasant feature to mar the charm of the happy occasion. The able manner in which the big excursion was handled showed the skill of the men in charge. The ride, under the inspiration of the occasion, was one of the pleasing features in itself and was quite different from an ordinary railroad journey. Certainly Mr. Gipson and his able assistants deserved the praise they received.

When the Park was reached the merry excursionists spread all over the place, singly, in pairs, in groups and in crowds, all bent on enjoying themselves to the fullest extent. Many had baskets and little family picnics were formed, but the majority depended on the Ladies' Auxiliary for dinner at the big dining hall and no one was disappointed, for the dinner served by those popular ladies was one of the best ever prepared at the Park. There were games of all kinds, with all the usual amusements provided by the Park facilities. The dancing pavilion was the center of attraction to most of the younger set and there, to the excellent music of Key's orchestra, they indulged in the mazy dance with that prince of prompters, W. S. Murphy, in charge. One of the most unique and interesting games of baseball was witnessed by a large crowd of enthusiastic spectators. It was composed of two "pick-up" teams of home people, who soon got warmed up and played like veterans.

Amid so much pleasure it was no wonder the day seemed so short, for all too soon the hour of departure arrived and the warning whistle called all to the train. The return trip was safely made and all arrived home tired but happy and full of pleasing memories of the delightful outing of 1905.

The committee desire to extend the thanks of the Order to the merchants and

the public in general for their patronage and assistance in making their outing the grand success it proved to be. They appreciate this show of good will very highly and will remember it with gratitude.

ABOUT thirty-five members of the G. I. A. tendered a pleasant surprise to Mrs. B. Craig last Friday evening at her home on Elm street, Hornellsville, N. Y. While Mrs. Craig was out, the guests took possession of the house, bringing with them an elaborate collation, which was all ready to serve when the unsuspecting hostess returned. They also brought with them a handsome leather traveling bag which they presented to Mrs. Craig for remembrance, as she leaves the city soon for the South, where she will make her future home. Just before leaving a flashlight picture was taken of all present, which will be a valuable souvenir for Mrs. Craig.

On July 29, Mrs. John Henney, Div. 351, held a lawn party at the home of Sister P. S. Trafford, 3rd Street, Westchester, N. Y. It was attended by a great many Sisters and Brothers of Div. 589, B. of L. E.

The lawn was prettily decorated for the occasion with Japanese lanterns and headlights loaned for the occasion by Mr. McCabe, road foreman of engines. The evening was pleasantly spent in playing euchre on the lawn, Mrs. W. R. Marley, President of the Division, being the winner of the ladies' prize, a pretty Bohemian glass rose jar, and Brother Fitzgerald was awarded the gentlemen's prize, a handsome pack of cards, inclosed in a leather case. Brother Marley, Chief of Div. 589, in behalf of our President then presented Bro. Trafford with a very appropriate picture, entitled "Our host of the evening."

The umbrella drill was also a feature of the evening, Sister Trafford winning a very handsome G. I. A. cake, specially designed for the evening, after which the guests repaired to the dining-room, where a table loaded with all kinds of good things was spread and which everyone enjoyed.

At midnight the Sisters and Brothers

departed for their homes very jolly after the good time spent and voting Sister and Brother Trafford a genial host and hostess.

SECRETARY 851.

SINCE being introduced to our JOURNAL friends by Sister McBride, who so efficiently organized us last December, I thought that Burlington Division 843, Burlington, Iowa, should say a little in a modest way about ourselves and what we are doing. Our membership is steadily increasing and our Division is in a flourishing condition. The members work in perfect harmony and each one strives to do her best for the welfare of our order. Our first social affair was in the nature of a surprise party tendered to Sister Williams who has been unable to attend our meetings for some time on account of prolonged illness. The afternoon was pleasantly spent with music and sociability, after which ice-cream and cake were served. On the evening of July 31, Brother and Sister Long invited us to their home to assist them in celebrating their wedding anniversary. Our President, Sister Richards, in behalf of the Sisters of the Division, presented them with a beautiful Haviland china berry set. Several musical selections were rendered on the piano by different ones present and the hostess served dainty refreshments. This being our first meeting with our Brothers of Div. 151, a very pleasant and sociable evening was spent and we left for our homes wishing Brother and Sister Long many more happy anniversaries.

On August 2, our Sisters, accompanied by their families and well-filled lunch baskets, went out to our beautiful Crapo Park on the banks of the Mississippi, where the afternoon and evening were spent in recreation and in doing justice to the ample picnic supper spread in tempting array on the tables. After supper we adjourned to the band pavilion where dancing was indulged in and a general good time followed. The Burlington Division meets every second and fourth Monday afternoon in Elks' Hall, where all visiting Sisters will be gladly welcomed.

Yours in F. L. & P.,

MRS. HARRY TURNER, Sec. 343.

G. I. A. Voluntary Relief Association.

TOLEDO, O., Oct. 1, 1905.

To Division Insurance Secretaries, V. R. A. :

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for the same was dated later than August 31, 1905.

ASSESSMENT No. 228.

Died Aug. 11, 1905. Sister Phebe J. M. Davis, aged 52, of Div. 66, Port Jervis, N. Y. Cause of death, phthisis. Carried two certificates, dated May 10, 1900, payable to Alfred Davis, husband.

ASSESSMENT No. 229.

Died Aug. 23, 1905. Sister Meda Fischer, aged 29, of Div. 282, Atchison, Kan. Cause of death, strychnia poisoning. Carried two certificates, dated December, 1902, payable to Albert W. Fischer, husband.

ASSESSMENT No. 230.

Died Aug. 26, 1905. Sister Ellen M. Hans, aged 50, of Div. 50, St. Louis, Mo. Cause of death, gastro enteritis. Carried two certificates, dated September, 1901, payable to Lottie A. Hans, daughter.

ASSESSMENT No. 231.

Died Aug. 9, 1905. Sister Lucy S. Brown, aged 34, of Div. 137, Harrisburg, Pa. Cause of death, tuberculosis. Carried one certificate, dated November, 1903, payable to Geo. N. Brown, husband.

ASSESSMENT No. 232.

Died Aug. 17, 1905. Sister Christina Hindmarsh, aged 65, of Div. 131, London, Ont. Cause of death, Bright's disease. Carried two certificates, dated April, 1897 payable to Lizzie Hindmarsh, daughter.

ASSESSMENT No. 233.

Died Aug. 30, 1905. Sister J. M. Putney, aged 48, of Div. 134, Hornellsville, N. Y. Cause of death, carcinoma of breast and stomach. Carried one certificate, dated May, 1904, payable to J. M. Putney, husband.

Assessment Nos. 239, 231, 232 and 233 will be paid from the Assessment fund.

Members will pay their Insurance Secretaries on or before Oct. 31, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to General Secretary and Treasurer not later than Nov. 10, or stand delinquent till remittance is made.

Members in good standing Aug. 31, 1905, five thousand and fifty-one in the first class; and twenty-one hundred and fifteen in the second class.

The date of Sister Brown's certificate was Aug. 11, 1904. See September JOURNAL, Assessment No. 226. Error made in copying.

MRS. GEO. WILSON, Pres. V. R. A.

M. L. ROBERTSON, Gen'l Sec'y and Treas.

• • Technical • •

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

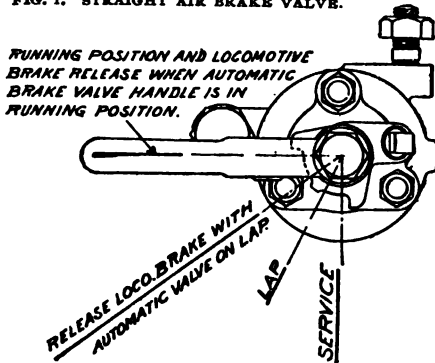
The Westinghouse Improved Locomotive Equipment.

R. H. BLACKALL.

The Westinghouse Air Brake Company is just introducing an improved brake equipment for the engine and tender. This equipment has been installed on a number of different roads.

This article is not supposed to give a detailed operation of the different mechanism, simply to tell what can be accomplished with it and giving the uses of the different positions of the brake valve

FIG. 1. STRAIGHT AIR BRAKE VALVE.



and the results which will follow their use.

What is known as the distributing valve, with a small reservoir to which this valve is attached, takes the place of all of the triple valves and auxiliary reservoirs now used with the present standard equipment on both the engine and tender, there being nothing on the tender except the brake cylinder and a pipe connection from it to the distributing valve.

One of the special features of the valves and parts employed is that they may be used in any class of

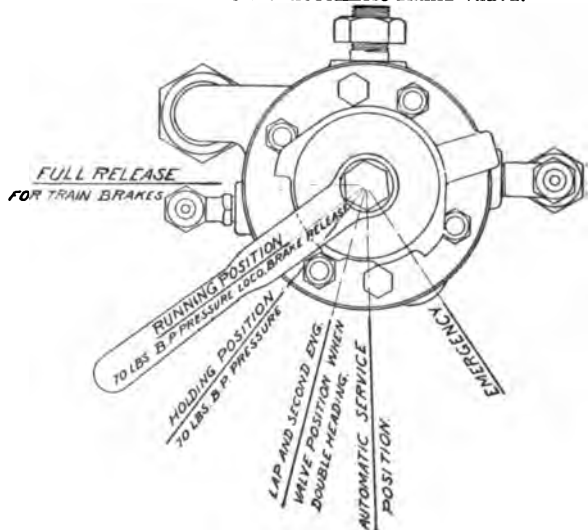
service, be it switching; freight, in which either 70 or 90 pound brake-pipe pressure is used; and passenger service used either with the 70 or 110 pound brake-pipe pressure.

The use of the Straight-Air during the past three or four years has convinced the different railroad officials as to the necessity for this device. The new equipment includes this, and hence will be available on passenger as well as freight and switching engines. Not only has it all of the advantages of the combined automatic and straight-air, but it has the additional advantage that permits of an independent release of the driver and tender brake in case the wheels are being over-heated or slide.

The automatic brake valve also includes additional features. These permit of the train brake being released while retaining those on the engine and tender as long as desired; they, of course, can be released with the train brakes if so desired. In releasing the driver brakes they can, if desired, be graduated off, the same as can be done with the straight-air brake.

It will thus be seen that either the locomotive or train brakes can be applied at the same time or independently. If they are both applied they can be released together or they may be released independently at the will of the engineer.

FIG. 2. AUTOMATIC BRAKE VALVE.



These additional advantages have been obtained by adding one more position to the automatic brake valve and by adding a straight-air brake valve. The straight-air brake features are obtained by adding this straight-air brake valve only without the necessity for the other accessories now used when the straight-air brake is employed. This means that both of the double check valves are dispensed with as is also the second line of pipe for the straight-air, the two safety valves, and the reducing valve and bracket.

From this very brief description it will readily be seen that while the advantages over the present equipment are very marked, these advantages have been obtained while at the same time the number of pieces of apparatus has been materially lessened.

It will be seen by referring to Fig. 2 that one new position has been added to the brake valve; this is called the "holding" position, and is midway between the running and lap position. With the brake valve handle in this position the brake pipe will be charged to 70 pounds, but the brakes on the locomotive will not release. The release position is the same as "holding" except that the brake-pipe pressure will equalize with that in the main reservoir if the handle of the brake valve is permitted to remain in this position. These two positions, aside from the usual functions, permit the slack of the train to remain bunched and tend to greatly reduce any tendency for the slack to run out and break the train in two when release is made at slow speed. If steam were used under these circumstances very little power would be exerted by the locomotive as long as the brakes were applied on the engine and tender. If there were any reason why it was desirable to release the locomotive brakes this could be done by moving the brake valve handle to running position or by moving the straight-air brake valve to release position.

The other positions of the valve are the same as with the present valve.

Please note that when double-heading, the brake valve on the trailer engine is

carried on lap position instead of running position as at present. Carried in this position the brakes on the trailer engine will act the same as a car when the lead engineer uses his brake valve. This point will be described more fully when the operation of the new equipment is described in detail. In this connection would say that the trailer engineer also has an independent release for the brake on his engine and tender available in case there is any call for an independent release of these brakes due to sliding, overheating, etc.

The following gives a brief description and explains what will result with the automatic and straight-air brake valve handles placed in the different positions.

In the *Full Release Position* of the automatic brake valve the main reservoir and brake pipe are directly connected and these pressures will equalize if the valve handle is allowed to remain there. In this position the brake cylinder exhaust on the locomotive is closed and these brakes, if applied, will not release. If desired to retain the locomotive brakes and not overcharge the brake pipe, move the brake valve handle to holding position.

Running Position—In this position the pressure which feeds through the brake valve to the brake pipe is reduced to some predetermined pressure by a feed valve the same as the present standard valve. In this position the air which controls the brake cylinder pressure is exhausted and the locomotive brakes will release.

Holding Position—This is the same as *Running Position* except that the brakes on the engine and tender will not release in this position, as the port through the brake valve which controls the release of these brakes is closed. As already explained, this position produces the same results as *Full Release Position* except that in it the brake-pipe pressure is controlled by a feed valve.

Lap, Service and Emergency Positions in this valve are the same as the corresponding positions in the present standard or G 6 brake valve.

The positions of the Straight-Air Brake

Valve will be understood by the notes attached to the cut Fig. 1.

To apply the automatic brakes on both the locomotive and train, proceed the same as at present with the G 6 brake valve.

To release both locomotive and train brakes with the automatic brake valve: Go to Full Release Position with the automatic valve to release the train brakes. When desired to release the locomotive brakes move the automatic brake valve handle to running position.

To release the train brakes and hold the brakes on the locomotive by the use of the automatic brake valve: Go to Full Release Position to release the train brakes. The brake pipe will be overcharged if the handle of the valve is left in this position; to avoid overcharging and still retain the brakes on the locomotive, place the handle in Holding Position. When desiring to release these brakes place the handle in Running Position. If desired to release these brakes slowly, move the handle from Holding to Running Position intermittently and thus obtain a graduated release of the brakes, the same as is now done with the straight-air brake.

To hold train brakes and release driver brakes: With the brakes applied, permit the automatic brake valve to remain on lap and place the handle of the Straight-Air Brake Valve in Release Position, see Fig. 1.

To apply locomotive brakes only, the automatic brake valve handle being in running position: Place the Straight-Air Brake Valve handle in the fourth or service position, until the brakes are applied with the force desired; then move the handle to Lap Position.

When double heading: Put the automatic brake valve handle on Lap Position on the second engine, and close the cut-out cock under the brake valve; the brakes on the second engine can then be handled by the lead engineer the same as if this locomotive were a car, the same as with the present equipment. If engineer on the second engine desires he can prevent the application of the brakes on the second engine by placing the straight-air brake valve handle in release position. If

these brakes are applied they can be released in the manner just described. If occasion arises later for applying the brakes the engineer can accomplish this by placing the straight-air brake valve in service position.

When either the automatic or the straight-air brake valves are not in actual use they should be carried in their respective running positions.

If the straight-air brake valve handle is left in release position the brakes cannot be applied on the locomotive when the automatic brake valve is used.

The brakes cannot be released by the use of the automatic brake valve unless the straight-air brake handle is in running position.

QUESTIONS AND ANSWERS.

Q.—J. G.—I would like to know what difference the equalizing reservoir they put on engines now makes in the application of the brakes. The one they have on the old engines is 12 inches long, but the one that comes with our new engines is 14½ inches. I should think that the larger reservoir would make a slower application of the brakes as it takes a little longer to make the same reduction through the preliminary exhaust port of the brake valve.

A.—It is as you say that, owing to the larger volume, it takes longer to make a given reduction of pressure in the equalizing reservoir, but this has no effect on the quickness of the brake application except on very short trains. When a train of any considerable length is considered, the speed with which the air can be taken from the equalizing reservoir has comparatively nothing to do with the speed of application, since, with a long train, it is a question of how long it will take for the air to escape through the train-pipe exhaust of the brake valve. This, on a train of 50 cars, requires about 45 seconds, in response to a reduction of 20 pounds. It takes but about six seconds to make this amount of reduction from the equalizing reservoir, hence the reduction has been made from this reservoir and the brake valve handle returned to lap long before the equalizing piston has seated. The

reason for making this reservoir larger was to make the brake pipe slightly slower on short trains, and thus to reduce the possibility of undesired quick action to a minimum.

Q.—W. F. G.—When handling long freight trains will you tell me what is most likely to cause brakes to stick?

A.—About the most likely thing that will cause brakes to stick is to make a light reduction and then, in an effort to release them, place the brake valve handle in running position. This practice will not only stick brakes on long trains but will occasionally on short ones as well.

Running position of the brake valve should never be used to release the brakes and, if there are any poor packing rings in the triple valves, there is a likelihood of the brakes on the cars on which these rings are, sticking even when the release position of the valve is used. When it is possible, and especially when the train is long, a 15 or 20 pound reduction of brake-pipe pressure should be made before trying to accomplish a release. There are many conditions, of course, where this practice cannot be followed, but the idea we wish to convey is that the heavier the reduction made up to the point of equalization, the easier it is to accomplish a release. The heavy reduction results in a greater excess pressure, which means that the driving head is greater with which to "hit" the triple valve at the rear of the train.

Q.—J. B. O'D.—I am studying the air brake and should like to have this question explained: If you have 100 cars with the Westinghouse brake cut in and the engineer makes a ten-pound reduction, how many pounds pressure will he get in the brake cylinder on the last car? He has about 3,000 feet of train pipe; will the piston pass the leakage groove?

A.—With Westinghouse or New York brakes the question of whether the brake on the 100th car will apply is a very uncertain thing. The result depends largely on the condition of the triple valve.

The air brake for freight cars was originally designed and based on results obtained with trains of 50 cars as a maxi-

mum. With a train of double this number the action of the brakes is quite different than with a train of half this length and it is quite doubtful if the last brake would apply with this reduction on a 100-car train. If it did, the resultant cylinder pressure would probably not be more than sufficient to compress the release spring in the cylinder.

Because a triple valve is the last in the train it does not necessarily follow that this is the one most likely not to apply, although, of course, this is much less likely to apply than the ones near the engine. The condition of the triple as to sensitiveness, also the condition of the feed grooves, are important factors. If the piston moves sluggishly there is a much greater chance for the pressure from the auxiliary reservoir to feed back into the brake pipe, thus allowing the brake pipe and auxiliary reservoir pressure to remain equal, with the result that the triple piston fails to move and the brake does not apply.

The longer the train the greater chance for the brakes failing to apply. This is not alone because there is a larger volume of air to be handled, due to the longer brake pipe, but there being more feed grooves, more air feeds from the reservoir back into the brake pipe. This back feed presents an additional amount of air for the brake valve to handle and the final reduction desired is prolonged correspondingly.

Q.—T. H.—I tried an experiment a while back to see if the triple valve on my tender would work all right if I put it back dry after cleaning. It seemed to work all right for two or three months and I took it apart to see what it looked like. When I took the piston out of the slide it seemed to have the proper amount of oil on it, but the piston was dry. What I want to know is how the oil got on the slide valve.

A.—If you wanted to be sure that the slide valve would be dry you should also have taken the oil out of the brake cylinder. The air passing from the cylinder through the exhaust port of the triple undoubtedly carried oil with it so that suffi-

cient oil was conveyed to the seat of the triple slide valve to lubricate it. The movement of the slide valve transferred some of the oil to the seat of the valve.

Electricity—Alternating Currents—Transformers.

BY ELWOOD A. GRISSINGER, E. E.

Mention was made in the last paper of the advantages associated with the use of an alternating current for the transmission of power over great distances, chiefly because of the fact that it was possible to produce currents of much higher pressure than by any other method. Alternating-current generators, as a rule, are made to generate a current at a pressure of 2,200 volts, though 11,000 volts is not uncommon. In some cases, as low a voltage as 220 is used. When 11,000 volts is delivered direct by a generator, the latter differs radically in design from the other and older forms. A type of machine known as a *revolving field* generator is used for high voltages. This style has its field magnets so mounted that they will rotate with the shaft and the armature will be stationary. This is necessary, so as to minimize the danger of armature conductors breaking down under the high pressure. When an armature is in motion at a high rate of peripheral speed, there naturally occurs a strong centrifugal pull on the conductors. If the coils do not fit perfectly tight and snug mechanically, and any pair of them get to rubbing together on account of the rotatory movement, it will not be long until something gives way. When the voltage of the generator is low, however, step-up transformers must be used. These do not differ materially from the regular styles of transformers, except so far as the ratio of transformation is concerned.

A transformer is one of the most useful devices ever brought out in the form of electrical apparatus. It is a compact device, has no moving parts, can be placed most anywhere, and is highly efficient. Transformers are built upon the principle shown in an article appearing in a pre-

ceding issue of the JOURNAL, and shown more particularly in Fig. 4 of that issue. It consists of primarily an iron core, which is so made that it has a closed magnetic circuit. Analogous to this, I would say that an iron ring has a closed magnetic circuit. A transformer core does not have an iron ring for its center, but it has a closed circuit similar. Upon the one side of such core a certain number of turns of wire are wound, the size of the wire depending upon the amount of current that is to be carried, and the pressure that it is to carry will determine the number of turns that are to be placed upon that side. We will suppose that there will be 100 turns of wire on this side of the core, and that it is to carry 100 volts. Upon the other side of the core is to be wound a coil of wire that will carry 1,000 volts and the same amount of electrical energy. The last coil of wire will need to have 1,000 turns of wire. That is to say, if we have a potential of 1,000 volts, and we wish to transform to a pressure of 100 volts, it will be necessary to use a transformer that will have a primary of 1,000 turns and a secondary of 100, or, more correctly speaking, the ratio of transformation must be 10 to 1, i. e., there must be ten times as many turns of wire on the *primary* or high pressure as there are on the *secondary* or low-pressure side. This rule is invariable. The actual count of the turns can differ from the arbitrary figures chosen, but the ratio of transformation remains the same all the while. On the other hand, if it is desired to raise the pressure of an alternating current after the same leaves a generator, all that is necessary is to employ the same kind of a transformer. If we desire to raise from a pressure of 100 volts to 1,000 volts, it will be necessary to use a transformer whose *primary* for 100 volts has one-tenth the number of turns that the *secondary* has for 1,000 volts. The primary of a transformer is always that section into which the current is fed, whatever the voltage, and the secondary that part from which the current travels after having undergone the transformation. The

primary and secondary wires are not connected together. Each side is connected to its own circuit.

In Fig. 4 of previous issue, above referred to, the elementary principle of a transformer is shown. Here is shown one coil of wire wound upon a wooden spool and connected to a cell of battery. Upon the same spool, interlaced with the first coil, wound upon the top of it or beneath it, it matters not which, is a second coil of wire, which is connected to some sort of an indicating instrument, preferably a galvanometer. When the battery is thrown in circuit with the first coil, which we will now call the primary of a transformer, and a current flows through it, the needle of the galvanometer will show a deflection, which we will say will be to the right. If the current be taken off of the primary, the needle will again show a deflection, but in the opposite direction to what it did the first time. A deflection of the needle is only caused when the current is made or broken. If we now reverse the direction which the current will take through the coil and close the circuit again, it will be noticed that the needle will be deflected in an opposite direction to what it was the first time. If the circuit be again broken, it will be noticed that the needle will be deflected in the same direction it was the first time. Every time the current is thrown on or off there will be a deflection, and every time the direction of the current is changed there will be a deflection. This is precisely what happens in a modern transformer, only that the current is always on the transformer, but it is always changing its direction, and consequently a neighboring coil to the one in which the current is flowing will show the presence of a current.

The reasons for this action are as follows: When the current is caused to flow in the primary, that coil becomes a solenoid with magnetic properties. If it has an iron core, it has more pronounced magnetic properties, because the lines of force have been gathered in, as it were. These lines of force at the same time thread their way through and about

the turns of wire which go to make up the secondary. At the moment when such lines of force make their appearance, by virtue of their movement about and across the secondary turns, a current is induced in those turns. This induction of a current will continue so long as there is a movement of the lines of force. If those lines of force were always to move in the same relative direction, there would be a current of electricity induced in but one direction, but as such is impossible, and as the lines of force are increasing in one direction one part of a second, and in an opposite direction another part of the same second, the induced current will be alternating in character. It will change its polarity, so to speak, and will alternately be plus and minus. The number of times that this change of direction of current takes place depends upon the generator which supplies energy to the lines. Whatever the generator does, all the rest of the apparatus on the lines will do. For the modern service of incandescent lighting, a frequency of 7,200 alternations is used, or, as it is commonly called, 60 cycles per second. A current of 7,200 alternations means that the same changes its direction of flow at the rate of 7,200 times per minute or undergoes 60 complete cycles per second. These terms are also called frequency. For the purposes of power a frequency of 3,000 alternations is becoming quite common. If an incandescent lamp be used on a current whose frequency is 3,000 alternations per minute or 25 cycles per second, a well-trained eye can just about see the reversals of current in the lamp filament. As you go below this number of alternations, the reversals of current become more and more apparent to the eye until you reach a point where you can actually see the lamp light up and go out, etc. On the other hand, the higher up you go in the frequency of the current, the less possible it is to distinguish the changes. Sometimes a flickering of the lights can be observed, but this is traceable to a variation in the speed of the generator or some other cause.

In every city and town using alternating current distribution, transformers from 10 lights to 100 lights capacity may be seen hanging from poles in front of or alongside of stores and residences. These are the devices that reduce the pressure of the current to such proportions as will make it safe to carry into buildings. What is really seen is but the case of the transformer with the wires going into it and the wires coming out of it. The core, which has been mentioned, and upon which the primary and secondary coils are wound, is supported within the case upon blocks of wood. In some instances, the cases are filled with oil to increase the insulation of the windings. Oil is one of the best insulators we have. An electric spark cannot exist in oil. Therefore, it has been argued that if oil were placed in a transformer case, and some of the insulation on the wires gave way, the oil would immediately fill up that space and the insulating property of the particular coil be unimpaired. Oil-insulated and dry types of transformers have been almost equally successful, and it is still an open question as to which is the best. In large sizes of transformers where it is necessary to take care of 500 horsepower, and, in fact, quantities of power up to 3,000 horsepower, the use of oil-filled transformer cases serves a dual purpose. In large sizes of transformers, the heating effect becomes considerable, and it is necessary to get rid of the heat in the most practical way. Consequently, within the case a spiral of wrought iron pipe is placed. This looks much like a still. Through this piping a steady stream of water passes when the transformer is in operation. Surrounding the coil of pipe and the transformer coils is the oil which, as before mentioned, serves also as an insulator. The heat that comes from the coils is taken up by the oil, and the latter is set in circulation within the case just as hot water in a boiler circulates. The hot oil goes to the top of the case, and there it comes in contact with the coldest part of the coils, for at that point the water enters. The oil imparts its heat to the water as it passes, and in this way it

is carried off. Transformers are designed for the work they are to perform just the same as are dynamos and motors. Transformers of the same design and characteristics can be coupled together on the same circuit and their combined energy fed into the same secondary circuits. Each transformer will take its share of the load.

Generally speaking, a transformer will show the same amount of energy in both primary and secondary. The number of watts in each circuit will be approximately equal to the product of volts times amperes. What difference there is will represent the losses in the transformer itself. As an illustration, we will suppose a transformer of ten horsepower capacity. The primary voltage is 1,000. Ten horsepower equals 7.5 kilowatts equals 7,500 watts, which divided by a voltage of 1,000 gives 7.5 as the number of amperes appearing in the primary when the voltage is 1,000. The secondary voltage is to be 100. Divide this into 7,500 watts and the amperage is 75. The primary voltage is high, its amperage low—the secondary voltage low and its amperage high. This is invariably the rule of transformation. Increasing one factor decreases the other, and vice versa. In the above case, if the transformer loss was 5 per cent, then there would have to be 5 per cent more watts in the primary to give ten horsepower of energy in the secondary; or if the primary wattage was not more than 7,500, the secondary would show 5 per cent less than that amount. There are other features connected with transformers which are more technical in their nature and which it is deemed advisable to omit.

Fig. 1 shows an elementary type of transformer in which C is the core. It is made of rings of soft iron laid upon one another. On one side the primary P is wound. On the other the secondary S. Both coils are insulated from one another by virtue of the insulation on the wires. Modern types of transformers have the primary and secondary interposed with one another, each being divided into sections. This increases efficiency, reduces

weight and size. Fig. 2 is the general method of representing a transformer and its connections. P is a primary, S the secondary, I an incandescent lamp, IA an incandescent arc lamp, and M a motor.

In dealing with alternating currents, it may not be amiss to refer to other designations of the same which have been in use and which have come into use within the last few years. In the early days of the work the transmission of power was delayed in development because of the fact that motors were not available that would operate upon an alternating-current circuit. This was at a time when there was nothing known of a *single-phase* alternating current. In such a circuit, there is but one current. Later on, it was found possible to generate a *two-phase* current, a *three-phase* current,

both phases must be used at the same time and in the same motor.

When it was found that a two-phase current could be produced, it was not long afterward that the beautiful principle of the rotating magnetic field was discovered. If we take a ring of iron and measure it off into four equal parts and upon the diametrically opposite divisions wind a coil of wire, these being connected together and to the two phases of a two-phase circuit, and then place a piece of metal of small size in the center of the ring, turning the current on, both phases will cause the metallic substance to revolve at approximately the same speed that the generator does which feeds the coils. This rotation is brought about by a so-called revolving field. The magnetic lines of force which are alternating in

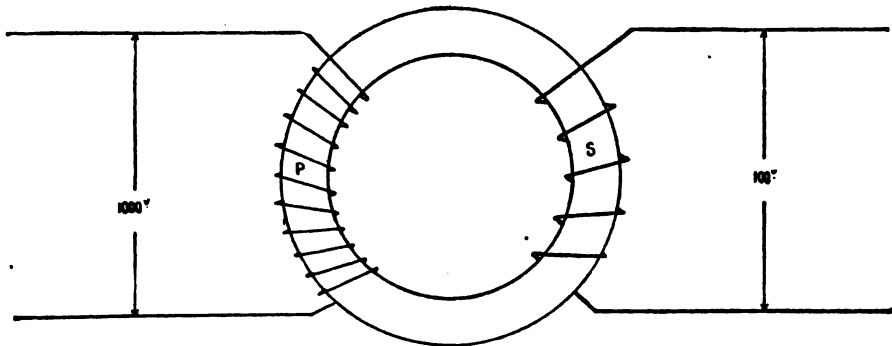


FIG. 1.—ELEMENTARY TYPE OF TRANSFORMER,

etc. In the case of a two-phase current, there are virtually two currents. One current starts at the zero point and the second one starts at the 90 degree point, or a fourth of a revolution later. The one current lags behind the other, as it were. This is accomplished by simply changing the connections on the armatures of the generators and bringing them out to four collector rings instead of two. The outside circuit will therefore carry four wires instead of two, as in a single-phase system, or as in the direct-circuit system. There being four wires, each pair of them will represent a single-phase circuit in themselves, but when taken collectively, it is two-phase. From either phase incandescent or arc lamps may be operated, but in order to operate motors,

character, and which alternate at different times in the two sets of coils, set up a shifting magnetic field, which shifting is perfectly regular and extends through the entire 360 degrees of the circle. The metallic substance becomes magnetized and suffers the changes which are induced in it and in endeavoring to keep up the shifting of the field, being free to move, sets about to catch up, if possible, with such changes. So long, therefore, as these changes continue, the metallic substance will continue to spin and will remain in the center of the field. This is the principle of the two-phase or three-phase, or more commonly, the *induction motor*. This motor is the most advanced type of motor in existence and combined with the alternating-current system of

distribution as in use today throughout the United States forms the most perfect means of utilizing power that there is. Indeed it will be a great many years, no doubt, before any type of motive power can be devised that will surpass if equal this system. This system in its completeness and its simplicity, its reliability and its economy of operation, has made possible the commercial utilization of the world's vast water powers. These were hitherto undeveloped and the problem of distributing power over distances such as 50 miles only a dream. Today, it is a realization. The world's greatest development is to be seen at Niagara Falls, in the State of New York, where some 65,000 horsepower is now in use and plans for

Shades of hades! This is something startling—a revelation, in fact, to me. For the last 34 years I have been laboring under the impression that there were several grades of coal, principally three grades as follows: good, medium and poor, and now after all these years I am practically informed that all the various delays I have had trying to coax heat enough out of what I called poor coal to keep ice from forming in the fire-box was not a necessity, simply a lack of education on my part as to proper methods. "Gee whiz!" What a money loss the old "plug pullers" have caused the various railway corporations in the years gone by; how unfortunate for these same companies that a modern Moses was not

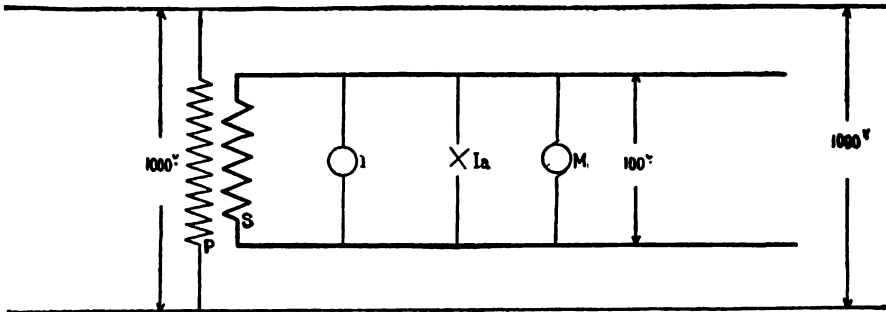


FIG. 2.

200,000 horsepower additional well under way. This is the age of electricity.

No Poor Coal.

J. W. READING.

Mr. T. F. Adams, General M. M. of the St. Louis & Southwestern, addressing the last Master Mechanics' Convention, among other things said: "It has been demonstrated beyond reasonable doubt that the excuse of an engine failing on the road because of poor fuel is not tenable, from the fact that there is not any coal used in this country today, that I know of, that, if properly used, will clinker, and I believe the word 'clinker' is not the proper word to be used in connection with fire-box refuse; it should be ashes only. As a matter of fact, if the cinder is burned up there will be no lumpy material."

found years ago to pilot the "drivers" and "stokers" out of the wilderness of ignorance. I will quote further from Mr. Adams:

"On our road we take into consideration the education of the engineer and fireman on the fuel question. We adopted a method under which, if the engineer loses any time on the road on account of not steaming, we bring the engineer and fireman into the office and ask the cause. If the statement is made it was on account of poor fuel, we ask him to explain what he intends us to understand when he says 'poor fuel,' and in that manner bring out his idea of it and instruct him accordingly. *It has had a wonderful effect;* the effect has been that we have run our 20 switch engines, 20 x 26, four days and four nights without cleaning the ash-pan, and we have shaken the fire down and out in 15 minutes. We have run a 20-inch en-

gine on the road on a run of 250 miles with Illinois coal and have not shaken the grates or cleaned the ash-pan, and at the expiration of the trip we have shaken down the fire out of the engine in 15 minutes."

You will note that Mr. Adams does not go into detail as to the amount of work performed by the various switch engines, nor have we the particulars as to tonnage and gradients on the 250 mile feat.

No locomotive man of good common sense will attempt to dispute the fact that improper methods of firing cause delays, even with good coal, and there cannot be a shadow of a doubt but what a systematic training of enginemen will bring good results, if persisted in; but even then you must have other conditions favorable to the men. There is nothing on earth that goes so far as a general kindly treatment. The conditions existing on many of the roads of our country make the work life of enginemen a very serious burden, but little hope among firemen, and practically nothing better expected by engineers. New power comes now and then, increased in weight and cylinder capacity; more cars must be hauled; more coal must be shoveled; more care must be observed in handling the train; traffic department insist on the maximum tonnage regardless of fogs or rail conditions; engines in pool; work not always reported, and often not done when reported; air inspection fizzles; trains stalling on account of train-line leaks. This increased care and responsibility makes delays which rapidly ripen out into hours, and in consequence of these delays the men become unfitted for their duties.

Talk about the "white man's burden," it is becoming more and more in evidence among the railroad enginemen as time advances.

Where the conditions I have named exist those in authority might as well try to fly as to bring about a friendly strife or competition for the saving of coal. With burdens added until only the *straw* is needed to make the final finish, competition is out of the question; it is not and can not be forced into the nature of mankind.

I met a Brother engineer a few mornings ago who was on his way to the Superintendent's office. He had met a switch engine in a fog, both going slowly; result—a broken pilot beam on switch engine. It was an old beam and had previously been damaged. This Brother was taken from his run and caused to lose a round trip; the switch engineer must come from some distant terminal and probably lose two days—for what? To explain, of course, how it could be possible that two engines might touch each other while working on a single track with fog or smoke thick enough to hew out in chunks. This brother said to me, "Jim, I'm so damned badly discouraged, I would not care if they told me I never could go out again." I fancy in my mind's eye that I see this Brother in the Master Mechanic's office taking a few lessons on the no poor coal theory. I fancy further that I see him decidedly interested in what the "boss" says to him regarding best methods for his, the engineer's, instructions to "green" firemen as to how to get over the road, make time, save fuel and never shake the grates. I fancy further that later I see this Brother taking a very active interest along the lines advocated—(only I don't).

We have Brothers on Mr. Adams' road who might instruct us further regarding methods on their lines, they might give to our organization particulars as to grate area, kind of grates, size of ash-pan, total heating surface, size and kind of nozzles, size of stack, position of baffle plate, size and length of petticoat pipe (if any), the size of mesh in netting, tonnage, what per cent grades, etc.

Knowledge is what is wanted. Why not tell us more regarding the feats they have accomplished, and impart to us the valuable information gleaned from their audience with their M. M.? If they have got anything good down on that line, why not pass it around?

In looking over my September copy of *Railway and Locomotive Engineering*, I find an article over the signature of R. M. Willis, address Jonesboro, Ark., which does not seem to conform to the state-

ments made by Mr. Adams. I will quote from a portion of the letter from Mr. Willis: "According to certain articles that appeared in *Railway and Locomotive Engineering* several years ago, the best proof of good firing is the absence of black smoke. If you make that the basis of judgment of the engines running on the St. Louis & Southwestern, they are far from showing a good example. Firemen in this country do not sit up at nights trying to figure out how to keep her hot on smokeless firing, and the Southwestern engines are as smoky as any to be found in Arkansas. After I read the article about what Mr. Adams said, I made it my business to visit some of the ash pits on his road, and I have seldom seen more clinkers for the quantity of ashes dumped."

In the summer of 1881 I had charge of a Baldwin mogul on the Dakota Division of the N. P. This engine was one of the two first moguls purchased by that line. The other engines running west of Fargo were standard eight-wheelers, 16 x 24, and 16 loads was the limit for west-bound trains. The Baldwin people had figured out that the mogul should take 24 loads over any of the hills between Fargo and Bismarck. When they loaded my tank for first trip west of Fargo they would dump one bucket of good coal and two buckets of lignite, or what the boys called "baby mine" coal, which was found in abundance along the right of way through the bad lands of Dakota between Bismarck and Glendive, which was then the western terminus of the road. The directors of the N. P. had visions of fortunes saved through fuel economy in burning the stuff. The locomotives were loaded with it as mentioned, and the fireman promptly unloaded it along the right of way whenever opportunity offered him a chance to do so. In all my experience as a locomotive engineer I never had such a time trying to get steam and get somewhere as I did that summer trying to burn "baby mine" coal. If a man had said to me on that occasion that there was no such thing as poor coal, he would have been promptly shot. To add to my

troubles I was continually bucking up against the alkali taken into the boiler with the feed water.

I found out by repeated trials that 22 loads was the limit for the mogul, and to add further weight to the "Pilgrim's Progress load" I was carrying, the superintendent told me the engine was rated at 24 loads over the division, and if I could not pull that many cars, they would have to get another man on the engine. I told him to put him on and I "yumped my yob."

I went direct from there to the Gulf of Mexico and secured a position, and about the first thing I ran up against was something they call English coal, sold for ballast to shipowners. I never quite exactly knew what they call the stuff; it might have been either dust, slack or dirt, and the picnic was continued.

When a man says to the locomotive engineers in this country that there is no such thing as poor coal, he is placing himself in the position of the man who flaunted a red flag in the face of a bull.

I am in receipt of a letter from a Brother working on a double-track line. In this letter he makes a statement and asks advice, as follows: "I left a terminal with a train of 70 cars, 18 loads on head end, all the rest empty. It was after night and very dark. Coming around a curve I discovered the train was broken in two. I told the head brakeman that we would go to the next siding about four miles further on, sidetrack what cars we had and go back with light engine. I asked the operator if he knew where we had left rear portion of train, and his answer was that it was near the second telegraph station 12 miles back. There was a high-class passenger train going in our direction due in one hour, and another one then due going in the other direction on the other track. Now, the question is, how would you have gone after that rear end, taking everything into consideration?"

Never having worked on a double-track railroad, I am not posted as to rules and methods. Would be pleased if some of our Brothers would answer this question in the November JOURNAL.

Wear of Driving Wheel Tires.

For a subject so full of interest to anyone who will take the trouble to investigate its causes and far-reaching effects, that of wear of tire of locomotive driving wheels seems to be the least understood of any of the many relating to the operation of locomotives. That it is a matter of some practical importance is proven by the efforts occasionally made to avoid it, as evidenced by odd designs of driving wheels, in which the amount of and location of counterweight is calculated to prevent the same, and all efforts in that direction merely serve to show a want of clear understanding of the cause of the evil. Counterbalancing bears so little relation to the subject as to be unworthy of consideration. Steam distribution, by strange designs of valve gear, or a peculiar adjustment of those in general use are equally fruitless of results, and while the writer does not believe a radical change will follow this discussion of the subject, he hopes it may serve to enlighten some of our craft on a matter that has ever and seems yet to be shrouded by a gloom of mystery.

There are several causes for the increasing prevalence and extent of irregular tire wear. One is the great increase of weight on driving wheels in late years without a corresponding proportion of bearing or rail surface. Another is the demand for fast service, which necessitates the forcing of trains into full headway quickly, but the chief cause is an almost general want of intelligent effort in keeping up the power, or rather that part of the engine through neglect of which the damage to tire and machine generally, as well as track, bridges and permanent way, results. I refer to the main driving boxes.

When we look into the movement of the main driving boxes while engine is working in forward motion, and the effect on movement of wheels, we can see the cause of the flat spot that is present in any engine, in a measure proportionate to the condition relating to it, after a few months' service.

The left main tire wears most irregularly on account of the peculiar effect power applied to the right side has upon the left side of an engine. The point of excessive wear on left main tire is at that part of tread of wheel bearing on rail when left crosshead leaves the forward center. At that time the main pin on right side is at lower quarter, and the effect of power applied on the right side against main axle causes the opposite end of it to hold left driving box against forward jaw with the result that when steam is admitted to the left side, the box must be forced back against the rear jaw, or wedge, before any propelling power can be exerted on that side, and as the wheel cannot roll in a direction opposite to which the engine is going, it must necessarily slide back whatever distance the lost motion, due to ill-fitting box, improperly tapered, or loosely adjusted wedge, will permit, and it is this sliding of the left main wheel on the same part of tire once during every revolution of the wheel when the engine is working strong in forward motion that produces the flat spot to be found in all engines in more or less degree, depending upon the fit and care of the main driving boxes. All other coupled wheels are, of course, in some measure affected by the irregular wear of the left main tire.

It was believed that the irregular wear of the tire was due to "an imperceptible slipping action." A test was made to prove this by hauling a heavy train up a grade and then letting it drift back to the starting point. The number of revolutions proved to be the same in either direction, proving the fallacy of the slipping theory. There is still considerable evidence at hand in the shape of freak designs of driving wheels to prove a need of some light on the subject, for in spite of the "report" of those whose faith blinds them to fact, or whose efforts to please warp their judgment, or whose natural habit of life is to take the safe side in case of doubt, excessive tire wear goes on unceasingly until the utter uselessness of the so-called preventative demonstrates itself beyond any possibility of doubt, and another takes its place, giving the same

promise, the same "report," and the same results.

What is really needed in these days is to return to the practice of former days, when we pretended less but accomplished more. As power becomes heavier the need of care of it grows even in greater proportion, but the opposite seems to be the case. When the motive power department, as a measure of economy, ceased to wipe engines, a very long step was taken in the wrong direction. Weeds of wisdom, like all other weeds, thrive in almost any soil or climate, and when the company set the example of "Let her go, she's good enough," the enginemen went one better, until today things are considered good enough that would not have been tolerated a few years ago.

Much of the discarded practices of the past might better have been continued. Those methods, among which cleanliness was a ruling factor, developed a class of engineers that were never so badly needed as at present, for scrupulous care and skillful handling means more in these days of monster locomotives than ever before in the history of railroading. So long as the present system continues, the habit of neglect will become more general and deeply rooted, until a condition is reached that will make the problem of improvement a difficult one to solve. There is no doubt but that we are progressing with rapid strides in some respects, but in the care and management of locomotives there is ample evidence to prove that we are not by any means abreast of the times.

T. P. WHELAN.

Rods Down on One Side, etc.

PRINCETON, IND., Sept. 10, 1905.

EDITOR JOURNAL: In looking over the September number of the JOURNAL, I notice Bro. E. A. Lindsey, Div. 584, and Bro. Benj. R. Dixon, Div. 373, have answered my question in the August number of the JOURNAL, and both Brothers answer about the same way. I will now endeavor to explain my idea of the question. I do not think it would be necessary to take down

all the rods on the good side, for the simple reason that you have no power on the opposite side, namely no main rod up on broken side.

When a side rod must be taken down on account of a defect or breakdown, the corresponding side rod on opposite side must be taken down—for the good side may perhaps be caught on center, when there would be danger of the main wheel slipping by having the main rod up on both sides, and the side rod that is left up would buckle, break or bend, or the pin may break, but when all rods are down on one side, including the main rod, I don't see how the good side could buckle, break or bend, or break a pin. As there is no main rod up on broken side, and no power, and if the good side should be caught on center there is nothing to get engine off center but a pinchbar or another engine, and in that case if engine would be pinched or moved off the center by other power, all the wheels would move the same way and distance, and the engine would move herself, when the front and back wheels would move off the center just as much as the main wheels, and they would be moved along with main wheel by the power transmitted through the side rods to them. I would like to have the opinion of the Brothers on the subject.

I will now endeavor to answer Bro. Dixon's questions. To his first question I will say that if the graduating valve pin broke, the triple would go into emergency position, etc.

To his second question I will say that oiling the air cylinder through the air inlets will cause the air passages to close by gum; also will cause the valves to gum up, reducing their lift, and will cause the pump to overheat sooner or later.

To his third question, if pump should stop, and to find out if the cause would be in the governor, would be to tap the steam pipe close to governor, as it may be stuck when the pressure had been pumped up and if pump stops before the pressure had been pumped up to standard, the trouble would be in the governor not being adjusted properly, or the pin valve being held

off the seat by dirt. Notice if air blows at relief port C; if so, then the cause is that the pin valve is being held off its seat.

Fraternally yours,
FRANK THALMUELLER, Div. 343.

Broken Triple—Oiling Pump—Train Orders

CHANNING, MICH., Sept. 11, 1905.

EDITOR JOURNAL: In answer to Brother Dixon, Div. 373, on page 805, September number, will say first, that a triple valve broken as he describes will destroy the service application feature, and the brake on that car will not set until the train line has been reduced sufficiently to bring valve in emergency position, then it will set with an emergency application, as the pin being broken, there is nothing to remove the graduating valve from its seat and no air can go into brake cylinder until it moves into emergency position.

Second, the air end of the pump should not be oiled through inlet, as it forms a gumming deposit on the valves. If a pump is gummed up I have found that by disconnecting exhaust pipe leading to main reservoir at the pump and pumping a tub full of a strong solution of lye or soda ash and water through it and afterwards enough clean water to thoroughly rinse it out, it will clean the pump nicely and by keeping a good swab on the piston, pump will do fine work and run cool.

Third, open the bleed cock in the steam passage of the pump, and if the steam comes out good it shows that the governor is open and admitting steam to the pump O. K., and that the pump is at fault; but if no steam escapes it proves the governor is closed and allows no steam to go to the pump and the governor is defective.

We have just inaugurated a new idea in train orders here which I think is a good thing. Every order which is sent to two or more offices, each operator receiving it must check each word of his copy, underscoring it as it is repeated to the train dispatcher by another operator, and sign the office call of the office he checked with, together with the word "Check," as "Check Rn," which will insure each copy

being the same, and we are not allowed to accept an order if every word is not underscored and the word "Check" and the call of the office repeating the order to train dispatcher written on the bottom of the order.

Yours fraternally,
ROY C. MEAD, Div. 297.

Whistle Valve and Answer to Bro. Dixon.

MASSILLON, O., Sept. 8, 1905.

EDITOR JOURNAL: Although there are but few parts in the air-signaling system, it requires good judgment to locate defects that cause incorrect signals to be given. The signal system, like the automatic brake, if in good condition will work all right if handled properly, but if we get too much sawdust with the bran the apparatus is likely to soon wear out, just as the horse would; but we cannot always blame the signal apparatus for the improper response of the whistle—it may be that the cord is not handled properly. In transmitting signals with the air signal system there are certain precautions to be observed. If the whistle gives one long blast when the cord is pulled twice, it may be that the reductions are made too close together or the diaphragm stem fits too tight. When a reduction is made in the signal pipe, it causes a reduction in the signal valve and the diaphragm stem, making a snug fit, the pressure above the diaphragm reduces faster than the pressure below, and the diaphragm is forced upwards, raising the diaphragm stem, opening the exhaust valve, the stem is raised until the groove is above the bushing and air below the diaphragm escapes quickly through the groove and milled spaces to the whistle. It will be seen that air also escapes from above the diaphragm to the whistle.

The same reduction of pressure that opens the signal valve opens the reducing valve, allowing air to flow into and raise the pressure in the signal line, this increase of pressure following the closing of the car discharge valve and immediately after the reduction in signal valve increases the pressure above the diaphragm faster than below, forcing the diaphragm down and seating the exhaust valve;

therefore if the stem is of loose fit the valve will not be affected by leaks, or it won't respond to a light quick reduction in signal pressure. If the train is short the signal valve will respond to a reduction on any of the cars, but on a long train a reduction from the rear car may not be sufficiently rapid at the signal valve to open it and the whistle would not sound; again, the whistle is liable to give two blasts when the cord is pulled once if the stem is of too loose a fit. The reason for this is that both chambers charge at nearly the same rate and the diaphragm will vibrate, causing it to rebound, opening the valve and causing the second blast. There should be time allowed for it to raise, whistle, seat and equalize, if the valve is O. K. We will admit that the fit of the stem has considerable to do with the proper handling of the valve. If it makes too tight a fit the whistle will give one long blast instead of two.

If the whistle blows every time the brake is released, there is a direct connection between reservoir and signal line. It is caused by the supply valve being held open by dirt on its seat or the regulating spring having too much tension; or in the old style valve, the supply valve spring being broken or too short. Main reservoir pressure in the signal line can be detected by the whistle screeching as the bell of the whistle is adjusted for 40 pounds pressure and not for 90 pounds.

ANSWERS TO QUESTIONS

First—If the pin that fastens the graduating valve to the triple piston stem is broken, the graduating valve will be held on its seat by auxiliary pressure and the brake will not apply until a sufficient reduction is made to move the slide valve to emergency position. Emergency valve gummed up will have the same effect.

Second—Oiling through air inlet gums up the air valves and reduces their lift, and closes the air passages. The air valves should have $\frac{3}{8}$ of an inch lift, and if they are reduced it will result in overheating the pump.

Third—Open drain cock in steam supply passage of pump.

Fraternally yours,

FRANK L. DAVIS.

Air Pump—Switches—Journal Space, Etc.

PORTSMOUTH, O., Sept. 5, 1905.

EDITOR JOURNAL: Please allow me space to answer some questions asked by our Brothers in the September number of our JOURNAL.

In reply to Brother Dixon, of Div. 373, with the pin broken that connects the graduating valve to the triple piston, the brakes will in each case apply in the emergency application, when a service application was only drawn from chamber D. The reason is the graduating valve is held on its seat by auxiliary pressure, and the brakes on that car will not apply until a sufficient reduction is made to move the triple slide valve to emergency position, causing quick action of the brakes with only a light reduction. The auxiliary pressure acting on the triple piston is not sufficient to compress the graduating spring, but when a second reduction is made in train-line pressure, the auxiliary pressure is sufficiently greater than train-line pressure to force the triple piston out and compress the graduating spring, and the triple then assumes emergency position. A gummed up graduating valve will have the same effect as a broken pin.

It is detrimental to an air pump to give it oil through the air inlet, because it gums up the receiving and discharge valves and reduces their lift and causes trouble.

To test the pump governor for $9\frac{1}{2}$ -inch pump stopping, open the drain cock in the pipe leading to the pump; if steam escapes freely at this cock the governor is not at fault. To test with the 8-inch pump, you haven't this cock to test by, so you have got to test by other methods. If the governor is at fault it can be determined in this way: With governor controlled by train-line pressure, close the cut-out cock underneath the brake valve, place the brake valve in service position. This reduces the pressure in chamber A of the pump governor and the force of the regulating spring 41 will have a tendency to close the pin valve, which gradually increases as the pressure is exhausted, and if the pump doesn't start when the

pressure is exhausted, the trouble is in the pump, and not the governor. If the governor is controlled by main reservoir pressure, close the cut-out cock under the brake valve and then place the brake on lap and disconnect the air pipe to the governor at the union; if the pump then starts, it indicates that the governor is at fault, while, if the pump doesn't start, it is the pump at fault and not the governor.

I note that J. O. Detweiler thinks that the railroad companies should get safer switch appliances. The C. & O. Ry. has, I think, the best appliances I have seen. The switches have a signal connected to them one mile from the switch, which changes from safety to danger when the switch is thrown for the siding. There cannot possibly be a wreck unless the engineer runs a red block one mile from the switch.

In reply to Bro. Mayhall, of Div. 359: First No. 1 has got to use second No. 1's rights from J to H. This is all the way out of such a block, I think. Work extra 100 will not need new orders unless the work order is annulled.

In reply to his criticism, and to the Editor, will say that I don't think that we could use twenty pages for any better purpose than technical matters. There seem to be a good many Brothers interested in these studies.

I notice a great deal is being said about the brick arch. I fired engines four years with a brick arch and can recall the time when a brick arch fell down and we reduced train to get into the shops. I think with a brick arch the life of the flues is longer, but I cannot think it pays the railroad company to have them for one reason: When the engine comes in with flues leaking, it takes from six to seven hours to get the work done, and the engine out again, while without the arch it takes about two hours. I don't see that we burn any more coal without the arch than we do with it, and the steaming qualities are better, I think, without the brick arch. We were not having much trouble those days with flues leaking, like we do now, but the tonnage is much greater now and the engines have got to be

worked to their full capacity; this makes the difference mentioned.

We have had several driving wheels flattened here in the last six months and our road foreman of engines has got his knife ready for the next engineer that happens to flatten a set of driving wheels. The general excuse when a set of wheels is flattened is, that an air hose bursted, causing the emergency application of the brakes, which caused the drivers to slide and before they could be released the flat spots were made. This is a wrong excuse; the triples on the engine and tank are the old style and don't set one pound harder in emergency than they do in a full service application. The brakes set quicker but not with any more braking power. The cause is, too short a piston travel, or the use of the reverse lever and the brake together. The latter is the most common cause of this trouble; and we have had considerable trouble here with scorched crown sheets, and in several cases bolts pull through the crown sheet, and have fine water too. It has been bad this season with mud, but not so bad as to cause a man to burn a crown sheet. The most common excuse for this is the water glass fools them. This is all a mistake; a competent runner will notice this in a second by the water not moving up and down in the glass. Our road foreman told me that in each case in the future he was going to use the knife on the guilty party in either a burned crown sheet or flat driving wheels, so our Brothers of the N. & W. Ry. may know that the penalty is set for the future.

Fraternally yours,

E. A. LINDSEY, Div. 584.

How to Oil Pump, Etc.

TIPTON, IND., Sept. 3, 1905.

EDITOR JOURNAL: In answer to Brother Dixon's questions in the September number, first, if the graduating pin was broken that triple would go into emergency and could not get a service reduction on that car. Why? Because the pin being broken, the valve would go over and uncover emergency port, caus-

ing an emergency application on that car.

Second, to oil a 9½-inch pump through inlets will, if followed up, stop up ports leading from air valves through pump; also will stop up the strainer. To oil the air end of a pump, start your pump slowly and oil through oil plug on top of air cylinder when it makes its down stroke. This can be done if your pump does not blow through too badly; if so, you cannot get much oil in, even that way.

Third, if your pump should stop on account of governor trouble, there would be no steam in pump, as about the only thing in the governor that would cause it to stop would be the steam valve stuck shut on account of grease and dirt around stem.

Fraternally yours,

A. H. KELLEY, Div. 534.

The Brick Arch.

MARQUETTE, MICH., Sept. 14, 1905.

EDITOR JOURNAL: I was interested in the article on the brick arch in the September JOURNAL, and commend Brother Reading for the course he has taken. Instead of condemning it he has given his experience and invited the opinion of others. If this course were adopted in our JOURNAL and some evidence given of the defects and remedies, it would probably save much time and expense in experimenting.

As I understand the brick arch, it is to delay the gases and distribute them, so that a higher degree of heat can be maintained from the same amount of fuel; and it seems to me the principles are good and in the interest of economy, with proper firing and draft appliances. We experience many of the troubles mentioned by Brother Reading. To remedy this a larger space was out between flue sheet and arch, which has proven a success on engines with fire-boxes varying from seven to eleven feet. The arches are now made with six-inch space in front, with three-inch lug on arch flues, two-inch space in sides, length 46 inches, with 8-foot fire-box. With this shape arch we run 3,000 miles with an average of fifteen or twenty flues choked or having arch cleaned or repaired. I certainly favor it in this section

of the country, with so much snow and often extremely cold weather. We are not troubled so much with leaky flues, which seems reasonable to me, for with so much heat retained in the arch and delayed by it, we have a more even temperature and consequently not such sudden contraction.

Another thing in its favor is it changes the current so as to bring the flame more in contact with the heating surface and causes gases to be consumed that would otherwise pass away in smoke.

The choice of the arch has been demonstrated with engineers and firemen; within the last two months we were short of brick and several of the engines ran without it, and in almost every case there was a complaint. Of course, there are so many different styles and sizes of fire-boxes, and as many different draft appliances that the arch may not be a success in all cases.

I would like to hear from others on this question, believing it would be profitable, especially when fuel is one of the important factors in the operation of railroads.

Fraternally yours,

JAS. A. PEARCE, Div. 94.

Switch Engineers' Hours.

NORFOLK, VA., Sept. 12, 1905.

EDITOR JOURNAL: Having read several articles recently in the columns of the JOURNAL in reference to long hours which the enginemen employed in switching service are subject to, I thought I would write a few words regarding the same.

I am employed in switching service, and being a little modest I felt a delicacy in starting this subject, but as it has been started I hope that it will not be allowed to stop. The member of Div. 84 is correct when he says that the long hours are not in keeping with this progressive age.

In the writer's opinion this matter could be adjusted at the next convention. The Brotherhood of Locomotive Engineers is one of the best labor organizations in the world, and why should the members be subject to the longest hours

and receive less compensation than other branches and trades? Why, Brothers, I recently learned that members of the order are running switch engines on a branch of a large system for two dollars per day of twelve hours for the day.

The switch engineers have been less looked after by the committees than any other service. A few years ago these were hospitals for the injured and old, but now if you are not young and vigorous you cannot hold up your end, and as the member of Div. 84 says, if you move a little slow you are incompetent.

Mechanics cannot be secured in the city of Norfolk for five dollars per day eight hours, and if they work overtime they receive time and a half, and Sundays and all holidays double time, and if they make a mistake of five minutes they do not get dismissed for a collision and damaging the company's property, which is the case of the switch engineman.

I hope the members will not allow this subject to drop, but keep it going; even this will be some consolation for the poor switching engineer.

And now a word to the delegates to the next convention. Think this matter over and see if you cannot think of some way to shorten these hours. Say to yourselves I have a good passenger or a freight run, and why not do something for the poor switching man who pays as much into the treasury for the benefit of the salaried chairman as the others, and we *must* do something for them.

MEMBER, Div. 456.

Where Did the Babbitt Come From ?

HELRNA, MONT., Sept. 6, 1905.

EDITOR JOURNAL: I was running a cross compound engine a few trips ago and engine was doing good work; both valve and piston tight, no blows by packing. After making a stop I cut engine into simple and she coughed out that extra exhaust as usual when cut simple, and about one-half pound of babbitt very hot came out of top of stack and lay on top of pilot beam, some spots of it over headlight, number plate, and front end of smoke

arch. I saw it go out of top of stack and went to see what it was. There was one piece about two by three inches, about as thick as heavy paper, and the rest was in spots. Where did it come from and what gave it the heat ?

Respectfully yours,

FRANK NEWTON.

Pin Broken in Triple Piston—One Side Connected—Train Order.

SPOKANE, WASH., Sept. 5, 1905.

EDITOR JOURNAL: In answer to Brother Dixon's question in the September JOURNAL, would say:

First—If pin breaks, graduating valve will be held on its seat by auxiliary reservoir pressure, and when a service reduction is made the triple piston and slide valve will go to service position, but no air can pass from auxiliary to brake cylinder. By making further reductions in train line the pressure in auxiliary will be enough greater to force triple piston to emergency position against the tension of graduating spring and brake will go into emergency; this triple will then be a dynamiter or kicker.

Second—Air passages and valves will become gummed up if oil is put in through air inlets.

Third—Opening drain cock in steam pipe between governor and pump will determine if steam gets past governor.

Brother Dixon says in answer to Brother Thalmueller's question in the August number of the JOURNAL, that if side rods are left up on good side, cranks are just as liable to go one way as another when starting. I would like to ask what would cause them to go the wrong way? The engine depends on momentum only to carry the cranks past the center and why would not the back and forward cranks be carried past the same as the main one? Brother Thalmueller's question is a good one and I would like to hear more about it.

I saw a ten-wheel engine run over 100 miles with rods all down on one side, and rods all up on other side, and no damage resulted. I think I would be tempted to

leave side rods up on good side if I had to take main rod down on disabled side.

In answer to Bro. I. D. Mayhall, would say:

First—Orders once in effect remain so until fulfilled, superseded, or annulled. Engine 100 would not require another working order.

Second—According to Standard Code rules, First No. 1 may assume the rights of Second No. 1 (train order rights are all that is necessary in this case) and proceed to H; there take siding for No. 2. It would also be well to inform the crew of No. 2, that you are not Second No. 1 and that Second No. 1 is following. This would be the only practicable way out of the mix-up. Yours fraternally,

E. E., Div. 147.

Cylinder Bushing Turning.

JASPER, TENN., Sept. 7, 1905.

EDITOR JOURNAL: I have been reading several articles recently in the JOURNAL in regard to the turning of bushings in cylinders, and if I may use the expression, I think this would be almost a mechanical impossibility. Nearly all of these bushings are the whole length of the cylinder and are held in place by the front and back head. They are also turned a fraction larger than the bore, and the cylinder warmed and the bushing slipped in while cool, and I must insist that it would speak very badly for the workmanship if one was to turn, don't you think so?

Yours truly, H. D. HALL

Time Card Rights.

HOUSTON, TEX., Sept. 12, 1905.

EDITOR JOURNAL: Replying to Brothers Light and Sawyer who answered my question on change of time in the August issue of the JOURNAL, will say, that our Board of Examiners of the C. E. & W. Ry. instructed us to look out for two No. 1's all the way over the division. They claim that the No. 1 that leaves on the old card has a right to run, leaving the initial point on time on old card, and according to rule 4 B, Standard Code, takes up the corresponding number of train on

new card and proceeds. The new card then gives authority for starting a No. 1 out of initial terminal after new card takes effect and there is nothing to prevent it from running to the end of the division.

The above ruling was sustained by the General Managers' Association.

I would like to ask Brother Lenahan, if he burned his old time table, how would he know whether or not he was complying with the second paragraph of Rule 4 B, Standard Code? Of course, he might remember, but that would be no authority if all time tables of that number were destroyed.

Brother Lenahan, the copy I have of the Standard Code does not contain the five-minute clause that you speak of. Rule 92 merely says that a train must not arrive at a station in advance of its arriving time. The leaving time at the last station is the arriving time with us.

Fraternally yours,

E. M. MURPHY, Div. 139.

Main Pedestal—Distribution of Power.

CHAMBERSBURG, PA., Sept. 7, 1905.

EDITOR JOURNAL: I would like to ask a question through the columns of the JOURNAL. With an engine running ahead, which main pedestal has the most strain, front or back, and why does one have more than the other?

Yours fraternally,

E. D. NUCKELS, Div. 685.

What is Wrong With the Pump?

KIMBALL, W. VA., Sept. 10, 1905.

EDITOR JOURNAL: Will someone tell me through the columns of the JOURNAL what is the cause of an air pump pumping ten pounds of air and then stopping for about a minute. It was first thought that it was caused by a defective governor, but that was changed without results; then someone suggested that it might be in the pump, and one newly overhauled was substituted, but the same thing continued. Where was the trouble?

Fraternally yours, W. P.

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OCTOBER, 1905.

Unity of Action.

A oneness of purpose is the essential factor in the success of associations of any kind; confidence is built upon trust, and trust upon confidence in one another's integrity, so it follows that if we are to possess the confidence of our associates in fostering and advancing special interest, we cannot divide our allegiance; and in organized labor associations, every man should obligate himself to that class to which his labor in kind belongs and personal interest is in harmony with. This is no bar to that common interest all true advocates for the betterments of laboring men feel for all others who are organized for higher moral, mental and financial conditions. An obligation to that special class to which one belongs by occupation, with every honest man, is not only a guarantee that he will do nothing to injure any other class of organized labor, but a singleness of that obligation is essential to confidence in his integrity, and unity of action depends very materially upon confidence, and to secure the best results every engineer should belong to the B. of

L. E., and his membership have in it no question of doubt as to his earnest efforts in the direction of betterments for engineers. Even the most conservative can find little excuse for not adding his personal influence, even if for no other purpose than maintaining the desirable conditions the progressive element of the order has secured in the past.

That engineers should belong to the B. of L. E. if they are to foster their personal interests is a growing sentiment was particularly emphasized in the large class initiated into Div. No. 1, of Detroit, and into Div. No. 260, at Ashtabula, noted in the Link columns of this issue.

The time will surely come when dual obligations will be understood as divided obligations, which are always inconsistent with unity of action, and detract rather than add strength to any movement whatever its nature. When we join and obligate ourselves to that class our kind of work represents, we obligate ourselves to the principles of organized effort, which is a better assurance than any dual obligation can be that we will adhere to those principles and do nothing that would injure any other class of workmen. If we are obligated to two or more, each of these may well look with suspicion upon an obligation so little fixed in its purpose, and which may at some time compel one so obligated to be unfaithful to one or the other.

Let us be consistent in and faithful to our one obligation to organized labor and we will be in the best condition to foster our own interests and demonstrate our honest friendship for all other classes of organized labor.

Industrial Workers of the World.

The presumed successor to the American Railway Union was given a start at a recent meeting in Chicago, Ill., at least so far as a name goes, by some of the same factors that were in the A. R. U. movement, and whose excesses put that order into oblivion.

The Industrial Workers of the World sounds well, but whoever has given any

time to the study of human character and the motives that actuate most of us, will need no prophet to tell the future of such a conglomeration of interests, and an attempt to merge all laboring men into one organization, whatever the obligation may be that is imposed upon membership. There never has been, and never will be, a condition wherein men of thrift and intelligence who become experts in what they undertake, can be yoked by any sort of an obligation that will hold good, to another class of mediocre, indifferent men, whose value as laborers varies as much or more than their energy and intelligence. With all the mean conditions of the laborer of Russia, that country has always found enough of the laboring class to carry and use guns, to hold in subjugation millions of their own countrymen, and it is not a pleasant reflection that in all the walks of life men may be found, if the right inducement is offered, to do what every right thinking person must condemn; and if we are to have obligations of value and are to feel that they mean something, we cannot go too far from that which will, or at least, is believed, to foster personal interest.

The attempted new order with a name as large as the industrial forces of the United States is, in fact, purely political in intent, and even as a political organization cannot be held to one line of action by any sort of an obligation.

It would be a queer proposition for members of any labor organization to obligate themselves to an organization which in its declaration of principles insults organized labor by declaring that, "the trades unions aid the employing class to mislead the working class into believing that the working classes have interests in common with the employers, etc." They propose a condition wherein men in all industries cease work whenever a strike is ordered. A moment's thought ought to be enough to satisfy anyone, and an engineer in particular, that such condition could not possibly obtain, and that an attempt would be its immediate destruction, and if, as they say, all toilers come together in the political as well as the industrial field,

they could not be held in line to do that which is inimical to personal interest; so an obligation to such an organization would be a farce, and we trust at least that no member of the B. of L. E. will be guilty of such an obligation even if his obligation to the Brotherhood is a weak tie. A dual obligation of any kind which promises to do one thing for one labor order and another thing for another, if circumstances required, is doubtful enough, but for a member of organized labor to obligate himself to every kind of interest, regardless of its character or demands, would show such indifference to an obligation that no one would have confidence in it. The Bible says: "No man can serve two masters," and all honest men know that they cannot honestly promise to pay Jones and Smith on the same day with only enough to pay Jones.

Liability or Co-Employee Law.

We present in the Legal Department of this issue, pages 861-2-3, a synopsis of the enactment of the legislatures of the various states on the subject of the liability of the employer to the employee, which deviates from common law as handed down to us from English law. These will be continued until all the laws enacted up to 1901 have been reproduced in the Legal Department. We would advise careful reading of all these efforts to amend the law so as to place the employee on somewhat of an equal footing with those not employees. It will be noticed that these laws apply exclusively to railroad service, and the conclusion is easily reached that the influence which brought these modifications and benefits, came through the influence of those to be benefited by them, and is a compliment to the various Legislative Committees.

Members Out of Work.

We desire to call attention to Section 90, Page 43, Statutes, relative to members out of work. This section is not complied with as it should be unless it is a fact that there are few, if any, members

out of work. Quite a number of engineers could have been directed by the First Grand Engineer where to apply for positions if the name and address of those desiring positions had been filed with him.

Another important omission which not only weakens the Grand Office record, but is, in fact, a lack of common courtesy, is a failure on the part of many of those who have been directed where to go for employment, and obtained it, to notify the F. G. E., even when requested to do so. Certainly those who are benefited through the efforts of the F. G. E. should appreciate it enough to notify him as to the result; besides, it is desired to keep a record of all who secure employment through this channel and from whom, and we hope more interest will be shown in this matter by all concerned.

Married.

Rea, daughter of Brother and Mrs. H. B. Dain, of Smithville, Texas, was married to Mr. Robert A. Walker of the same place, on Sept. 14, 8:30 p. m. At Home after October 1, Smithville. The Editor was remembered with an invitation to be present, but distance forbids acceptance, though it does not prevent extending sincere congratulations. Marriage is a new start for happiness and usefulness, the real cornerstone of society. May every anticipation of happiness be with them as long as life shall last.

LINKS.

BRO. R. H. LANHAM of Div. 123 has been promoted to traveling engineer on the Missouri Division of the Iron Mountain Railroad, headquarters at De Soto, Mo. Brother Lanham is fully qualified and well adapted to fill the position, and the company has made an ideal selection for the position. Brother Lanham is up-to-date in ideas, which he will put into practice. Fraternaly,

F. MOYER, A. C. BRENNECKE, Div. 42.

BRO. CHAS. MONTGOMERY, who resigned Aug. 15th as traveling engineer for the Iron Mountain Railroad to accept a very

prominent position with the Pere Marquette system, was entertained at a banquet in St. Louis, Mo., while on his way from his former home, De Soto, Mo., to Grand Rapids, Mich., his new headquarters; and as a token of good will he was presented with a handsome diamond pin by his friends on the Missouri Division. When we say the presentation address was made by our genial Brother Frank Moyer—"nuff sed." Brothers on the Pere Marquette are to be congratulated on having such an efficient and amiable gentleman in their midst, and we can truthfully say the longer he is known the better he will be liked. Fraternaly,

A. C. BRENNECKE, Div. 42.

R. H. LANHAM, Div. 123.

ONCE again the members of Div. 290 feel they have been honored by the appointment of Bro. C. J. Whereatt to the position of road foreman of engines, with headquarters at Superior, Wis.

A MEMBER OF DIV. 290.

SUBDIVISION 686 entered the galaxy of Subdivisions in September, when several Brothers under the guidance of Bro. W. Wowder, C. E. Div. 123, proceeded to Bonne Terre, Mo., to organize B. of L. E. Div. 686. The Brothers from St. Louis and De Soto were met at Riverside by a committee and conducted over the Scenic Railway to Bonne Terre, where they found several engineers of years of experience awaiting their arrival, and we were conducted to Hotel Shepard, which is managed by that noble-hearted lady, Mrs. W. Frey, who always has a welcome, with a table full of all the good things the market affords. After the Brothers had satisfied the inner man, we all repaired to the hall which had been procured for the occasion, and after the necessary preliminary arrangements the several good men in waiting in the ante-room who wished to join our noble order were presented to the representatives, who soon converted these Brothers into a Division of the B. of L. E., after which a recess was taken and a trip to Mrs. Frey's hotel was made, where we found a spread that was fit for a king, which these good

Brothers had prepared for us, and once more having satisfied the inner man, we repaired to the hall at 7 p. m., when we learned that several more engineers desired to join; and in the course of the evening we initiated twelve good men into the order, and after the instructions had been imparted to the new officers and members, it was unanimously agreed to name the new Division, Parsons Division 686, after the Second Vice-President, who bears the best wishes of the men and always has them at heart. A vote of thanks was extended to the officers of the Mississippi River & Bonne Terre Railroad for their many courtesies to the engineers of their road, as well as the visiting Brothers, and especially to Mr. T. U. Young, the always smiling Superintendent, and to that worthy official, the Master Mechanic, I. F. Kehrman, in whom we found a true Brother, member of Div. 48, and his ever-willing right hand bower, Bro. J. Bowman, of Div. 48, who worked for some of the men that they might be at the meeting; and too much cannot be said in praise of both the officials and men.

This place has to be seen to be appreciated, as the railroad is located in one of the richest lead belt districts in America and has its own railroad and mills, and contains some of the finest machinery in the country, both in locomotive shops and mills. There is installed in these plants among the machinery some of the latest up-to-date air compressors, lathes and presses, and one of the first air brake rooms fitted, with all the half-tone cuts pertaining to the air pump, lubricator injector and model engine, with the installing of one of the most complete electric plants in the country; and when we find one of our Brothers in charge of such vast machinery as is Brother Kehrman, we may well feel proud of him.

With best wishes and success to our new Brothers, and to those who were so courteous to us, I remain, A VISITOR.

DETROIT Div. No. 1 held a system union meeting (M. C. R. R.) at Elks' Hall, Sunday, September 17. Grand officers W. S. Stone, G. C. E.; Wm. B. Preuter, F. G.

E., and W. E. Futch were present. The meeting was well represented by delegations from every division on the whole system, as follows: Divisions 900, 182, 338 and 2, and from Divisions 93 and 122 Grand Trunk System, and Div. 248 L. S. & M. S. Ry., and that which makes an occasion of this kind most interesting and enjoyable, out of a class of twenty who were eligible for initiation, fourteen were present waiting to be initiated into the mysteries of the B. of L. E. This ceremony was performed by C. D. Brown, Chief Engineer, and his assistants in a very creditable manner and pleasing to the members present.

Bro. Wm. B. Preuter, F. G. E., gave a very interesting address on the financial end of the order, making a splendid showing, being the very best in the history of the order. This was very gratifying to all present, particularly to the rank and file, and many who are not conversant with the general financial end of the order. Bro. Preuter was highly complimented and we all feel proud of him.

Bro. Futch, President of the Insurance Department, addressed the meeting on insurance and the duties of insured members in the prompt payment of their assessments, giving figures and facts showing beyond a doubt the B. of L. E. insurance is the cheapest for the risks taken of any insurance in this country or any other. For the past seventeen years it has averaged \$17.79 per thousand. Think of it! He spoke particularly on the duties we owe our families, the uncertainty and danger of our calling and how little we know of what is ahead of us on what may be our last trip, and urged every member to take out and carry every dollar of insurance the B. of L. E. offered for the protection of their loved ones at home and themselves in case of accident. Bro. Futch's remarks were well received and set the boys thinking, judging from the remarks of many of the Brothers after the meeting.

Bro. W. S. Stone, G. C. E., then addressed the meeting on general conditions and growth of the order, which was most gratifying and instructive. He spoke of

non-attendance at Division meetings—how a large majority of the Brothers are careless about their own business, allowing the minority to handle it for them, never attending Division meetings for months and even a whole year until something happens to them or they have a grievance, then they are the first one there waiting for the door to be opened. We all know these to be facts. Brother Stone said, "I am a crank on three things. First, good citizenship; second, sobriety; third, saving a part of your earnings for your old age or in case of accident," and spoke of the selfishness of some of the Brothers in trying to get something that did not belong to them, causing dissension among the members, urged every Brother to do his part in furthering the interest of the B. of L. E. by supporting the committees from local to general, and he guaranteed then they could get anything within reason; in fact, Brother Stone gave the Brothers a heart-to-heart talk in that good old man-to-man fashion that did every Brother present good, and I am sure will have a lasting effect.

Bro. Donald R. MacBain, Div. 132, followed with some very pleasing remarks; Bro. E. R. Webb, Div. 1; Bro. Frank Billings, Div. 2; Bro. Cal Lawrence, Div. 132; Bro James Caulkins, Div. 248; Bro. Chas. Haskins, Div. 1; Bro. M. J. McAndrews, C. E., Div. 132; Bro. C. D. Brown, C. E., Div. 1; Bro. Chas. Baker, Div. 1; Bro. Frank Pimlott, Div. 1, and many others. The meeting closed at 7:30 p. m. and, after a general hand-shake all round, the Brothers repaired to the Elks' dining room for a banquet given by Division 1, assisted by Division 17, Ladies' Auxiliary, and the wives of the members, who had the tables handsomely decorated and a six course dinner was served in up-to-date style.

Bro. James J. Roach, Chairman of Committee of Arrangements and toastmaster at the banquet, had a surprise for us in the way of a musical program.

The Misses Corrinne and Mabel Smith gave a piano and violin solo, Miss Eleanor Trahey, piano selection, and Master

George Pimlott, recitation. All the above are sons and daughters of members.

Brothers Stone, Prenter, Futch, C. D. Brown, Frank Pimlott, Donald MacBain, E. K. Webb and many others responded to toasts. Everyone present enjoyed the remarks from the Brothers mentioned, and it was unanimously agreed that the first system meeting held by Division 1 was a complete success in every detail. The time was 11:30 p. m. when, amid good-bys and hand-shakes, they all departed for their respective homes well pleased with their day's work.

Too much cannot be said in praise of Bro. James J. Roach, Chairman of Committee of Arrangements, for his hard and untiring efforts in making our meeting a success. However, I am afraid he has gotten himself into trouble; he did so well that from this an nobody else will be thought of on occasions of this kind, and we will have more of them. CORKEY.

THE twenty-first anniversary of Sub-division 260, Ashtabula, Ohio, occurred on Tuesday, September 19, which, in addition to other pleasant features, was made notable by the initiation of a class of eighteen new members, bringing their membership to 153.

An invitation had been extended to the grand officers to be present, F. G. E. Bro. W. B. Prenter responding for the initiation ceremonies, and the Grand Chief, Bro. Stone, and Bro. Prenter for the evening.

The afternoon meeting was called at 2 p. m. in the Elks' Hall, Bro. H. F. Bates presiding as Chief Engineer, who after calling the meeting to order, stated that the Division was organized in 1884, and that the 19th marked the twenty-first anniversary of the Division, and, as an evidence that it had kept the faith, was in excellent standing and progressing, he was pleased to say that there were eighteen engineers, good and true men, present to join the Division by initiation, making forty since January 1, 1905, to take their rightful places in the ranks of the B. of L. E., and add their moral force and strength to the order which has done so much in

the past for the engineers, in bettering their conditions—socially, morally and financially.

The class was then brought forward and the ceremony of initiation gone through with in a most commendable manner, after which F. G. E. Bro. W. B. Prenter made a short address on the good of the order, the duties we owe to each other, and the benefits of that community of interest which comes with all working for one purpose, the benefit of all engineers.

After announcement by the presiding officer that in harmony with the arrangements of the committee there would be a banquet at 7:30 p. m. in the adjoining hall of the Knights of Columbia, the meeting adjourned.

At the appointed time the Brothers, families and friends gathered in the banquet room, where covers were laid for 300. The spread was a most inviting and palatable array of goodies, served in the best possible style by the young ladies of the members' families and prepared by Mrs. Kitson.

After the banquet the company repaired to Huskell's Hall, next door to the Knights of Columbia Hall, where the dance was held. Here Mayor McMillan gave an address of welcome to the visiting engineers and their friends, F. G. E. Bro. W. B. Prenter responding. G. C. E. Bro. W. S. Stone was then called upon for an address and responded, though briefly, owing to the time of train for Cleveland.

The platform was then given to Richardson's orchestra and the grand march opened the ball, which continued until everybody was tired enough to go home, well pleased with the twenty-first birthday of Div. 260.

The Committee of Arrangements was composed of Brothers C. C. Cooke, C. Britcher, William Keeler, P. S. Brown, C. Gilbert and G. E. Moore, and they had reason to feel satisfied with the result of their efforts.

Among those from out of the city were General Yardmaster S. D. Wilcox, Roundhouse Foreman W. S. Jackson, C. A. Tuttle and Mr. and Mrs. William Lewis,

Youngstown; Mr. and Mrs. William Bond, Buffalo; Mrs. J. J. Keefe, Collinwood; Chief Engineer J. J. Rossiter, of Div. 273, and wife, Mr. and Mrs. J. W. Cherry, Mr. and Mrs. Frank Hubbard, Mr. and Mrs. King, Mr. and Mrs. A. O. Belding, Mr. and Mrs. E. E. Strock, Mr. and Mrs. J. F. Stone, W. J. Raynor, F. J. Welch, Miss Clara Fitzsimmons, Mesdames F. Vogt, J. L. Dwyer, W. B. Blaisdell, A. B. Elliott, J. Griffith, Ralph Stone and J. McMillan, Conneaut.

We, Massachusetts beaneaters, have enjoyed the presence of Assistant Grand Chief Engineer Bro. E. W. Hurley, on several occasions lately with different systems and Divisions in our section, the last time with the Brothers of the N. Y., N. H. & H. at a system meeting held in the hall of Div. 57, at Providence, R. I., and after a very interesting meeting about 100 of us enjoyed an old-fashioned Rhode Island clam dinner. Perhaps some of you do not know from experience what that means, but if you will come on here in the summer, we will be glad to provide a way for you to get the experience. There is nothing we enjoy better than a clam dinner.

These system gatherings cannot be held any too often, for it strengthens the structure of the Brotherhood by bringing the Brothers closer together, and gives them better understanding of associated duties and of what may reasonably be expected from the order. It is a good place for the kickers to attend, and to find out how little they have to kick about.

E. E. POTTER, Div. 439.

DIVISION 347, B. of L. E., held an interesting meeting Aug. 8, 1905. A special was called for that evening, as the Chief Engineer received a telegram that Bro. E. W. Hurley, A. G. C. E., would be with us that evening and following day. The remarks of Brother Hurley were interesting and very instructive. He impressed on the minds of the members present their duties as Brotherhood men, and what strength there is in being well organized, and the respect shown them when they conducted themselves as men. His

remarks lasted about two hours and were listened to with a great deal of interest. Brother VanDervort, from Div. 87, Troy, N. Y., addressed the Division with a few remarks. Several of the members also made a few remarks.

The following day Brother Hurley was with the G. C. of A., advising with them on matters pertaining to Brotherhood business. The unanimous opinion of the members is that they hope to see Brother Hurley with them again soon.

C. F. DENNIS, F. A. E., Div. 347.

A SPECIAL MEETING of Omaha Div. 188 was held Aug. 23, in honor of a visit from Assistant Grand Chief Herman L. Wills. Brother Wills stated that he desired to have a heart to heart talk with the members of our Division, and occupied the floor for one hour and forty-five minutes, giving much good and wholesome advice, and presenting conditions as he had found them to exist in some Divisions he had visited throughout the country. He urged the members to be more punctual in their attendance at meetings, and advised that it was more to their interest to look after the money they had invested in the Brotherhood from time to time than to put in the hours elsewhere, or go fishing meeting days and nights. Brother Wills was listened to very attentively and applauded, and voted to be the right man in the right place.

It was announced that the ladies of P. M. Arthur Division 304, G. I. A., who were in session in the hall above, would be pleased to meet Brother Wills and hear a few words from him, and Bro. A. A. Campbell was delegated to escort them to the Division room. The Chair gave them a cordial and hearty welcome, and thanked them for the four vases of beautiful flowers with which they had adorned our pedestal and tables.

Brother Wills was then introduced to them and gave them a very high compliment for their energy in upbuilding and maintaining their noble order.

Bro. W. H. Whitney, eighty-one years of age, and one of the pioneers of the Brotherhood of the Footboard, as it was

known in the early sixties, and a continuous member for forty-three years, was then introduced and gave quite a lengthy history of the dark days of the order, the small wages paid, no seniority of rights, and bad conditions generally, and compared them with the wages now received and rules now in vogue throughout the country, all brought about by the efforts of the Brotherhood.

The ladies now gave us a very pleasant and welcome surprise in the way of huge dishes of ice-cream and plates of cake, which was thoroughly enjoyed by all. Everyone expressed himself as well pleased and said he was glad he came.

T. C. LIVINGSTON.

MONDAY, Sept. 11, Bro. M. W. Cadle, A. G. C. E., visited Div. 144, at Staples, Minn. Owing to the absence of Chief Engineer T. F. Willis, whom Brother Cadle notified he was coming, we had no notice until he arrived on the train from Duluth, where he had met with Divisions 395 and 290 on Sept. 10. A special meeting was called and a lot of new call boys, all old engineers, appointed to round up all the members of 144 and 474 who were in. This they succeeded in doing so that we had a fair-sized audience to listen to Brother Cadle's address, and for about two and one-half hours he told the Brothers present many things about the B. of L. E. and the benefits they derived from it, that many of them had never heard or thought of, particularly the younger men. He explained to them the difference between conditions existing now in the rates of pay, contracts, seniority rule, pay for overtime, etc., all brought about by the B. of L. E. committees through organization and united effort, and the conditions existing when the classification of pay was in effect on most railroads; when an engineer was promoted he ran one year for third-class pay, then a year for second-class pay and was lucky if he was not fired before he served long enough to get first-class pay, and where many times in getting a job after getting fired he would have to start over on second-class pay again. This, with

the old rules of no overtime or overtime two or three hours after schedule time, also the difference in pay for the same service, was explained by Brother Cadle in such a way as to make a lasting impression on the members present. Brother Cadle also spoke on other subjects and B. of L. E. matters and his visit here will be productive of good results. A resolution was passed by members present thanking Brother Cadle for his eloquent address, also thanking Grand Chief Brother Stone for sending him.

Hoping Brother Cadle will come again,
I remain
JOHN HORAN.

READING DIV. 75, B. of L. E., and Guiding Star Div. 307, G. I. A., held their annual outing at Carasonia Park, August 2, which was well attended, considering the rush of work on the road at the present time. They took in all the attractions at the park and indulged in numerous games and enjoyed themselves very much. There were visitors from Tamaqua, Lebanon, Phoenixville, and other places, and all had a very enjoyable time, especially with the estates, by the way they were disposed of. Brothers Reber and Waters showed their skill as cooks by the quality of coffee they made, and Sister Madden introduced a guess box for the benefit of the G. I. A. at 5 cents a guess and realized a snug sum for their treasury. The children especially enjoyed themselves, romping through the woods and on swings, etc. The day sped so fast and the time came to return to our homes long before we would have wanted it, but we had to go, hoping to have the same repeated next year by all who were present this year and all the other members of both Divisions for whom there is a good time in store, and no member that can avail himself of this opportunity should miss it, as I do not think that those that were at this meeting will miss it next year.

Yours fraternally,
J. CLINTON SHUGARS, Div. 75.

KEYSTONE DIV. 298, and H. W. Oliver Div. 452, held a reunion and picnic August 14, at New Rock Point Park, Pa., on the Pennsylvania Lines, a special train leaving Bennett, Pa., at 7 o'clock a. m. and another special leaving the Union Depot, Pittsburg, Pa., at 7:30 a. m.; both were well patronized and a large and jolly crowd went forth for a day of pleasure and enjoyment. After their arrival at the park the committee proceeded to entertain their Brothers and their families and friends. Their attention was first called to the many contests which had been arranged, Bro. C. R. King, chairman of the committee of sixteen members of Div. 298,

and Bro. T. G. Henry, chairman of the committee of fifteen members of Div. 452, assuming charge of the different contests and proving themselves equal to the occasion. Bro. Henry is excelled by none when it comes to running a picnic, and Bro. King certainly understands his business. They proceeded to award the many fine and valuable prizes which had been donated by the merchants of Pittsburg and Allegheny.

The guessing contest by ladies of G. I. A. Divisions 20 and 122—1st prize won by Mrs. Poland; 2nd prize won by Mrs. Wilson, both of Division 20. A game of horseshoes between members of Divisions 298 and 452—1st prize won by Div. 452; 2nd prize won by Div. 298. A free for all foot race won by Bro. Shriver of Div. 452. Running race for girls six to eight years old, won by Margaret Nichols, daughter of Bro. Nichols of Div. 452. Running race for boys six to nine years old, won by Master Tim Dillon, son of Bro. P. Dillon of Div. 452. Running race for girls fourteen to sixteen years old, won by Edna Stahl. The hop, skip and jump, won by N. J. Frawley. Guessing contest for members of the B. of L. E. over fifty years old, won by Bro. C. R. King, of Div. 298. A game of horseshoes by members of the committee—1st prize won by Bro. Keys of Div. 298; 2nd prize won by Bro. C. J. Smith of Div. 452. Great interest was taken in the voting contest between Bro. E. E. Jordon, F. A. E. Div. 298, and Bro. M. H. Butler, F. A. E. Div. 452, for a gold watch-chain and charm, won by Bro. Butler. Then came the baseball game between members of Div. 298 and Div. 452. More interest could not have been taken in any league game of the season than in this one; for the time being friendship ceased and the crowd was divided, each side showing their colors—the P. R. R. vs. the B. & O.—this was quite noticeable among the ladies in the grand stand, the ladies of G. I. A. Div. 20, standing by the P. R. R. and the ladies of G. I. A. Div. 122, by the B. & O. Division. 298's team showed the result of practice and looked like winners at the start, but 452's team rallied in the third inning and it was close in the fourth and fifth innings, but from the fifth to the finish 452 had things their own way and won by a score of 12 to 10. During the game old and gray-haired engineers who care little or nothing for a league game could be seen jumping and yelling as though their lives depended on having their side win, but after the game was over harmony and good fellowship prevailed.

Div. 452's team had with them Master Jerry Cavanaugh as their mascot, who

carried the colors. Jerry attracted much attention among the crowd. He is a son of Brother Cavanaugh of Div. 452, and a "chip of the old block."

The balance of the day was spent dancing and in many other ways until 8 o'clock p. m., when the crowd departed for their homes well satisfied with the pleasure and enjoyment of the day.

"ECHO OF 452."

DIVISION 526, Belle Plaine, Ia., had the pleasure of a visit from Assistant Grand Chief, Bro. H. Wills, when a meeting was held in our Division room and Bro.

Brother Wills talked of the means of raising the standard of the Brotherhood and the credit due home influence, and the wife and mother.

Rev. R. S. Osgood was then called upon, who made a short but very interesting talk on the character of the order and the commanding position occupied by our late Grand Chief, P. M. Arthur, as the highest type labor leader with the highest of moral ideas in all his teachings.

The tables were then cleared away, and after a social hour, the members by appointment again met in our Division room for another session.



AT THE BANQUET GIVEN BY DIVISION 526.

Wills delivered a stirring address on the good of the order and our duties as members, which was very much appreciated by all present.

At 5 o'clock p. m., as prearranged, our wives, sweethearts, and friends joined us, assembling at the Burley House for a supper arranged in honor of Brother Wills. Stopping at the porch of the hotel, we were photographed by Keyser, and proceeded to the dining room where we were served with an elegant supper.

At the close of the meal Brother Wills was introduced by Bro. Wm. Tidball, who said the Assistant Grand Chief would confine his remarks to the ladies, as he had given the men all the advice they could live up to in the next few months.

THE eleventh annual reunion of the old A. & G. W. R. R. employees was held at Oakwood Park, Meadville, Pa., on Aug. 19th, and an unusually large representative number, over 300, with their families were in attendance. The day was bright and pleasant and was all that could be desired for an outing.

A sumptuous dinner was served in the Casino by the ladies and gave evidence of their culinary skill. Between 500 and 600 partook of the tempting viands. After dinner a picture of the assemblage was taken by photographer I. E. Hall, who later made one of the old employees.

Occupying seats on the stage were Hon. Wm. E. Reynolds, John Dorley, Judge John J. Henderson, Mayor John E. Reynolds, D. S. Dockstader, D. D. Hughes, C. Cassidy, President Charles Sweetman and Secretary W. E. Nichols.

After music by the Young Northwestern Orchestra the annual meeting was called to order in the auditorium at 2:30 o'clock by President Chas. Sweetman, who welcomed the visitors in the name of the association, and expressed pleasure in the response made and in the large attendance. After a few well chosen words President Sweetman introduced Mayor John E. Reynolds, who said:

Mr. President, Ladies and Gentlemen: It gives me great pleasure to a second time welcome you, and in the name of the citizens of Meadville, to offer you the hospitalities of our city. Your organization is a most worthy one, and as years go by these reunions should become more popular. It is a great benefit to our country to have organizations which celebrate at certain times to com-

Meadville from the railroad; today the number is over 1,000. It is no wonder that the city of Meadville should take an interest and pride in this old railway, which has since developed into one of the great trunk lines of the country and is of such great benefit to the financial and industrial welfare of our city.

The singing of the "Star Spangled Banner," by H. S. Robinson, the audience joining in the chorus, was followed by a short address by Hon. John J. Henderson, judge of the superior court, who said: "There are many here, from the venerable president to the humble track walker, who meet to renew old associations. Many are gone and rest from their labors. We pledge ourselves anew in these old-time friendships. We may make new



MEMBERS OF THE ATLANTIC & GREAT WESTERN RAILWAY ASSOCIATION.

memorate some event. Your organization marks and makes historical one of the early and famous railroads of our great country.

The building of the Atlantic & Great Western Railway marks an epoch in the history of Meadville as well as other towns so fortunate as to be located on the line of the road. Before 1865 Meadville was a borough, but with the building of the railroad she had to take on city airs and have a special city charter. The building of this road had not a little to do with the early development of the oil industry in this country, which has since assumed such vast proportions, and the old company also had its share in the development of the great West.

In 1865 about 400 men received their living in

acquaintances, but we never forget old times, old friends, old acquaintances. We have another occasion for meeting today. Of all industries in which men engage, there is none that calls out the heroic as the grand work of transportation. Diligence, faithfulness, integrity, these qualities are found in railroad employees. There is none that calls so much for condemnation as the railway men. When financial conditions were in peril, this organization of the A. & G. W. R. R. was undertaken for the development of towns and the extension of service. It must be a subject of congratulation now in the evening of life to see the fruit of their labor, in a happy family and the development of a great country. The employees have been the bone and sinew of this great com-

monwealth. We are indebted, as citizens, to you gentlemen for your industry and your devotion to your work.

"I congratulate you on this occasion, and trust it may be full of happiness and that Providence will crown you with new blessings and bring happiness to your soul."

A recitation by Miss Vera Cummings was well given and elicited deserved applause. Music by the orchestra followed.

Christopher Cassidy, who spent several years in that country, spoke interestingly on "Panama, Its People, Climate and Canal."

A solo, "Bendemerr's Dream," was given by Harry S. Robinson, who graciously responded to

Mr. Hughes paid a tribute to the ladies and spoke of the pleasure in meeting and greeting so many old-time friends.

The secretary read some verses, "Thirty Years Ago," sent by John Coughlin of Bellevue, O., and then stated the object of the meeting. There are at present 1,022 names enrolled on his books.

Since the last meeting there have been 27 deaths as follows:

A. Wheeler, H. O. Wait, Salamanca, N. Y.; E. Haynes, Buffalo, N. Y.; E. Collopy, Union City, Pa.; Michael Schmidt, J. D. Carmont, C. J. Kelso, Wm. Propy, E. S. Griswold, A. L. Dunbar, John Stein, Veith Stein, Meadville; C. H. Moore, Sam Briggs, H. V. Warren, E. C. Stockwell, Cleveland,



GROUP OF MEMBERS WITH THEIR WIVES AND FRIENDS.

an encore. A recitation by Miss Vera Cummings, and music by the orchestra preceded a few remarks by D. D. Hughes, who said:

"We feel truly thankful that so many of us are yet left to enjoy the greeting of friends, who in years gone by helped by their labor to construct what was known as the Atlantic & Great Western Railway. With the advance of time, so advanced the facilities, and better construction of the old line to meet the growing needs of the people of today. The name first given to the road would be more appropriate today than at the time the road was built, for the reason that it now stretches from the Atlantic ocean and terminates in the far West, connecting with lines reaching to the Pacific."

O.; Fred Keller, J. A. Columbus, Galion, O.; Geo. B. Wright, Columbus, O.; J. H. Barrett, Chicago, Ill.; George Howden, M. Rodenbaugh, Kent, O.; A. M. Mosier, Cleveland, O.; C. R. Fitch, New York, N. Y.; A. P. Powell, Huntington, Ind.; Jas. Doyle, Sedalia, Mo.; Joseph Newham, Kent, O.

Regrets were received from J. E. Brown, Minneapolis; P. H. Boyton, Allegheny; Miss Bertha Gehring, Chicago; Wm. Garstrong, Indianapolis; Charles Shoemaker, Bradford; Capt. E. Day, Lakewood, O.; Geo. M. Kant, Melrose, Mass.; R. H. Wallace, N. Y.; John Branen, Bellevue; Thos. Hindreth, Mansfield, O.; Ward H. York, St. Augustine, Fla.; H. Hornberger, Council Bluffs; C. S. Rhodes, Indianapolis; O. S. Lyford, Chicago, and J. S. Diesen, Garden City, Kans.

A resolution was adopted recommending P. F. Keefe of Rochester, N. Y., to fill a vacancy on the board of railroad commissioners of New York State.

Mr. Keefe is a member of Division 8, O. R. C., Rochester, N. Y., also of this association, and is a candidate for the appointment; therefore, be it

Resolved, That this association heartily and unanimously endorse Brother Keefe and respectfully urge Hon. Frank W. Higgins, Governor of New York, to appoint him as Railway Commissioner to fill this vacancy. W. E. NICHOLS, Sec.

The resolution was adopted as read.

Mr. Keefe was introduced and spoke of the honor conferred and expressed great satisfaction to receive the endorsement and good-will of the association, and complimented the association on having so worthy a secretary who is interesting in his efforts to secure attendance.

A. B. Gaston made a motion that a hearty vote of thanks be tendered Secretary Nichols for his work. Carried.

The place of meeting lay between Meadville and Kent. A strong plea was made for Kent, which secured the place on the second ballot. It is the present home of Joseph Newhall, the first man pledged on the pay roll of the A. & G. W. and its first roadmaster. He is now in his 83d year and hope was expressed that he be able to attend the meeting in 1906.

The election of officers resulted in the choice for president, C. T. Bortz, Kent, O.; first vice-president, B. E. Tilden, Chicago; second vice-president, M. Ricksecker, Gallon, O.; secretary, W. E. Nichols, Meadville; treasurer, J. E. Eckert, Meadville. The presidency was tendered Charles E. Sweetman, who declined.

Among the prominent ones attending the reunion were: John Dorley, Chicago; John Russell, Parsons, Kan.; O. H. Jackson, Prescott, Arizona; George Keller, Pittsburg; O. E. Gleason, D. D. Hughes, Titusville; Frank Brown, Warsaw, N. Y.; Philo Brown, Salamanca, N. Y.; Wm. Fuller, former superintendent of motive power, Cleveland, O.; Frank Eckart, Chicago; F. Hammond, Painesville, O.; C. Ramsey, Kaylor, Pa.; Owen Hagen, Port Jervis, N. Y.; F. Shirtleff, E. M. Kane, George Hines, E. Herman, E. B. Conrad, Kent, O.; W. P. Shultz, T. H. Keau, Dayton, O.; E. E. Lawrence, Tallmadge, O.; C. R. Powell, J. Carroll, C. G. Pettingill, Corry; J. Fitzmaurice, Union City; M. Whittecombe, Kent, O.; Richard Starsmer, Kane; Jerome Mecusker, St. Paul, Minn.; Joseph Terry, Watts Flats, N. Y.; D. W. Guernsey, Oil City; W. Headley, Portland, O.; Byron Newberry, Kent, O.; Frank Brown, Rochester, N. Y.; R. A. Thompson, Kent, O.; W. C. Newberry, Salamanca, N. Y.; P. F. Keefe, Rochester, N. Y.; W. G. Bronson, Toledo, O.; Thomas Dill, Youngstown, O.; M. Jackson, Indianapolis, Ind.; James Giles, Randolph, N. Y.; A. R. Tilden, Le Boeuf.

The Reception Committee was composed of C. P. Harris, chairman; D. N. Winegar, M. Haugh, F. H. Honeywell, H. Dowdell, Martin Doulin, J. F. Wheeler.

Entertainment Committee—Mrs. W. S. Murray chairman; Mrs. D. N. Winegar, Mrs. John Eckart, Mrs. J. M. Wilson, Mrs. A. G. Strachan, Mrs. A. Noxon, Mrs. W. R. Fordyce, Mrs. A. Heckman, Mrs. C. M. Mosley, Miss Ella Haugh, Miss Gertrude Harris, A. G. Strachan, C. M. Mosley, all of whom are entitled to great credit for the success and pleasure of this meeting.

BRO. JOHN C. VEEDER, who joined Div. 46, Albany, N. Y., in 1864, has just completed a half century of service for the New York Central & Hudson River Railroad Company, says the *Albany Times-Democrat*:

He is one of the most popular, faithful and efficient engineers in the employ of that company and is as capable, trustworthy and expert in guiding one of the monster machines of that railroad system as he was in his prime twenty-five years ago. Although he has passed the three score mark in life some seven years since, he does not look to be over fifty years of age. There is scarcely a gray hair in his head or in his beard. His extended youth, his strong physique, his perfect vision and unshaken nerve are the reward of a faithful adherence to the rules of sobriety and temperate living that this great railroad corporation has always endeavored to induce its employees to follow.

Mr. Veeder entered the service of the company when a boy of sixteen years. He began his connection with it as a fireman. Serving eight years



BRO. JOHN C. VEEDER.

in that capacity he was made an engineer and for the past forty-two years has been in charge of an engine, first in freight service and then on the passenger runs. He has never been before the company officials on any charge whatsoever. His record is a perfect one. No accident due to his negligence or inattention to duty has ever happened while he had charge of a train. He was in but one accident and that was a slight one, in which no one was injured and the cause of it was no fault of his work. He has run the best trains on the Mohawk division of the road and was for three years one of the pilots of the Empire State Express. He is now the engineer of a milk train which runs between this city and Oneida. During his service he has had charge of numerous special trains and has carried two Presidents—James A. Garfield and William McKinley.

Mr. Veeder was born in Glenville, Schenectady county, and comes of old Revolutionary stock. His grandfather, Nicholas V. Veeder, was the oldest surviving soldier of the American Revolution in New York State and the third oldest in the United States, being buried with military honors at Schenectady, in 1861. He had fought under General Montgomery and was one of those who defended the Mohawk Valley from the invasion of the British, which threatened Albany at one stage of that conflict. His son, Joseph Veeder, was the father of the present John C. Veeder.

The latter entered the grocery firm of G. J. Carley, of Schenectady, when a boy, as a clerk. In that service he succeeded the late P. M. Arthur who left the grocery business for railroading, and who subsequently became Grand Chief of the Brotherhood of Locomotive Engineers.

When Mr. Veeder became a fireman on the New York Central, as it was then called, Erastus Corning, of this city, was its president. This was before its consolidation with the Hudson River railroad and the Vanderbilts were not yet connected with it. At that time the local division ran west to Utica, and the late Chauncey Vibbard was General Manager and Superintendent, and Major Priest Division Superintendent, men who were powers in the railroad world in their day. Mr. Veeder is laden with a wealth of reminiscences of the early railroad days, but he very rarely speaks of them when there is a chance of their finding their way to print.

FORTY-THREE YEARS in railroad service is the record of Bro. Owen Hughes, of Div. 379, whose picture accompanies this article. Believing a brief sketch would be interesting to many, I would like space for the following:

Brother Hughes was born in Wales and began firing there in 1860 on the old London & North Western Railway, the locomotives of that date being open engines, having neither cabs nor pilots. He came to the United States after 21 years on the English road, and entered the employ of the Wisconsin Central Ry., and contin-



BRO. OWEN HUGHES, DIV. 379.

ued until June, 1908, when he voluntarily left the service.

In 1884 he became a member of Div. 80, but subsequently transferred to Div. 379, which he represented at the Atlanta Convention in 1892, and was later chosen as a delegate to the convention at Ottawa, Canada.

Brother Hughes resides at Abbotsford, Wis., a division terminal of the Wisconsin Central lines, out of which he used to run. Although he no longer grasps the throttle of a "Standard" or a "Battle-ship," he still maintains an active interest in the business of the road and the affairs of the Brotherhood, and is always warmly welcomed at the meetings of the order.

Yours fraternally,

A. F. J.

SPECIAL NOTICES.

Anyone knowing the whereabouts of Rodney Gillis, formerly an engineer on the St. Paul & Duluth, will confer a favor by notifying Wm. Ryan, 720 Ninth avenue North, St. Cloud, Minn.

Mrs. Mary Anderson, Brighton, Mich., desires to know the whereabouts of Hugh D. Anderson. When last heard from was running out of Denver on the U. P. Ry. Settlement of an estate is involved. Please correspond with the above.

Bro. Mike Conner, formerly in the employ of Mike Elmore, grading contractor, will please correspond with Bro. H. Wiggenjost, F. A. E. of Div. 98.

Anyone knowing the whereabouts of Adam McLaren, formerly a member of Div. 98, supposed to be in Mexico, will confer a favor by writing to Bro. H. Wiggenjost, F. A. E. of Div. 98.

The traveling card of Bro. B. Meehan, member of Div. 678, was lost. If presented, kindly take up and forward to Bro. Wm. H. Warner, F. A. E. Div. 678, and oblige.

Information is wanted of the whereabouts of Jas. F. Meynardie, who when last heard from was on the Burlington in Missouri. Kindly address Bro. F. M. Shield, F. A. E. Div. 460.

Information is wanted of the whereabouts of Harry Henry MacCoy, an engineer formerly employed on Vandalia Lines out of St. Louis, Mo. Please address Fred MacCoy, Box 866, Raton, N. Mex.

The traveling card of Bro. C. I. Lott, member of Div. 210, was stolen at High Point, N. C. If presented, please take up and forward to Bro. J. L. Pickling, F. A. E. Div. 210, 713 Second street, Macon, Ga.

Bro. H. M. Thurston, member of Div. 284, while in the Pennsylvania Railway Depot in Washington, D. C., lost his pass book containing traveling card, membership certificate issued by Div. 284, Grafton, W. Va., and letter from Mr. R. P. Sanderson, Superintendent of Motive Power, B. & O. Ry. If any of these are found or are presented for favors, they should be taken up and forwarded to Bro. Geo. A. Deck, 344 Washington street, Grafton, W. Va.

Anyone knowing the whereabouts of Geo. Burkhardt, who fired on the C., N. O. & T. Ry., out of Somerset, Ky., in 1886-7, will please address Bro. J. W. Little, Teeswater, Ont., Can.

Horace Altemus, once an engineer on the D., L. & W. Ry., later a blacksmith, quit that and went West, will please address Bro. R. W. Cox, F. A. E. Div. 276, Box 30, Scranton, Pa.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately:

<i>Division</i> —	<i>Division</i> —
82—G. M. Martin.	

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

Kishmans, O., Aug. 13, killed in head-on collision, Bro. C. W. Poole, member of Div. 273.

Chicago, Ill., Aug. 20, injuries received in wreck, Bro. E. R. Taylor, member of Div. 96.

Quebec, P. Q., Aug. 19, Bro. Alfred Pearson, member of Div. 388.

Elkhart, Ind., Aug. 21, injuries received in wreck, Bro. Jas. Wiedenbeck, member of Div. 248.

Moosac, Pa., Aug. 14, appendicitis, Bro. J. K. Brown, member of Div. 521.

Peru, Ind., Aug. 15, pernicious anemia, Bro. James M. Dickson, member of Div. 548.

Syracuse N. Y., Aug. 25, Bro. James Donnelly, member of Div. 441.

Millen, Ga., Aug. 26, engine turning over, Bro. J. H. Allen, member of Div. 323.

Atlanta, Ga., Aug. 27, killed by a street car, Bernice Cunningham, daughter of Bro. W. G. Cunningham, member of Div. 498.

Helper, Utah, Aug. 19, appendicitis, Bro. W. A. Robertson, C. E. of Div. 593.

Webster, Mass., Aug. 21, Bro. Samuel E. Norman, member of Div. 64.

Quebec, P. Q., Aug. 29, paralysis, Bro. Philippe O. Mounting, member of Div. 388.

Rochester, N. Y., Aug. 25, run over by engine, Bro. W. H. Cone, member of Div. 18.

Alton, Ill., Aug. 16, heart trouble, Bro. P. H. Hannon, C. E. of Div. 450.

Port Huron, Mich., Aug. 26, heart failure, Bro. Thos. Davis, member of Div. 122.

Jersey City, N. J., septic pneumonia, Bro. John H. Kepner, member of Div. 601.

East Buffalo, N. Y., Aug. 29, dropsy, Bro. James Lowing, member of Div. 544.

Santa Ana, Cal., Aug. 29, injuries received from being struck by mail crane, Bro. J. H. Paulus, member of Div. 662.

Galeton, Pa., Sept. 1, Minnie A. Zacharias, wife of Bro. H. E. Zacharias, member of Div. 429.

South Manchester, Conn., June 13, Bro. Fred E. Keach, member of Div. 63.

Jersey City, N. J., Aug. 13, struck by signal pole, Bro. D. W. J. Mahoney, member of Div. 53.

Tama, Ia., Aug. 26, heart failure, Bro. Homer J. McAllister, member of Div. 555.

Chillicothe, O., Aug. 17, injuries received in collision, Bro. S. B. Spalding, member of Div. 65.

Chillicothe, O., Aug. 22, injuries received in collision, Bro. Wm. B. Galivan, member of Div. 65.

Wellston, O., Aug. 31, killed in collision, Bro. B. H. Andrews, member of Div. 65.

Chillicothe, O., Sept. 5, stomach trouble, Bro. C. E. Burt, member of Div. 65.

Peshigo, Wis., Sept. 4, typhoid fever, Bro. Alfred Carlson, member of Div. 297.

Beaumont, Tex., Sept. 3, tuberculosis of the lungs, Bro. John Pollock, member of Div. 206.

Newcastle, Pa., Sept. 7, killed in wreck, Bro. Leech C. Maskrey, member of Div. 565.

Somerville, Mass., Sept. 4, heart failure, Bro. W. W. Gore, member of Div. 61.

Rensselaer, N. Y., Sept. 8, infant son of Bro. Ed. Salmon, member of Div. 59.

Macon, Ga., July 17, Bright's disease, Bro. T. B. Elfe, member of Div. 210.

Quebec, P. Q., July 22, Myron Henry, son of Bro. C. F. Fabyan, member of Div. 388.

Dayton, O., Sept. 2, heart failure, Bro. Daniel W. Boyer, member of Div. 95.

Elkhart, Ind., Sept. 9, cancer, Bro. W. H. Chat-terdon, C. E. of Div. 248.

Newark, N. J., Sept. 6, inflammation of the kidneys, Bro. Christopher Murtha, member of Div. 157.

Jersey City, N. J., Sept. 6, chronic inflammation of the bladder, Bro. Jesse Jones, member of Div. 157.

Port Jervis, N. Y., Sept. 6, blood poisoning, Bro. N. C. Marshall, member of Div. 145.

Creston, Ia., Sept. 11, injuries received in wreck, Bro. N. H. Wood, member of Div. 642.

Creston, Ia., Sept. 11, injuries received in wreck, Bro. E. E. Hosier, member of Div. 642.

Horton, Kan., Aug. 18, Mrs. Winfried Rhoda, daughter of Bro. J. H. Gates, member of Div. 346.

Bessemer, Ala., Aug. 19, heart failure, Bro. J. J. Haynes, member of Div. 156.

Garrett, Ind., Sept. 16, killed in collision at Kimmel, Ind., Bro. S. D. Snyder, member of Div. 153.

Wymore, Neb., Sept. 14, cancer, Bro. W. D. Hook, member of Div. 621.

Blue Ridge, Ga., Sept. 12, killed, Bro. T. H. Brown, member of Div. 547.

Neodesha, Kan., Sept. 7, hemorrhage of the brain, Bro. J. W. Waits, member of Div. 270.

ADMITTED BY TRANSFER CARD.

Into Division—

- 50—John McMunn, from Div. 370.
 648—J. M. Chapman, from Div. 85.
 Chas. Herring, from Div. 210.
 680—L. E. Andrus, from Div. 366.
 441—L. C. Shinaman, from Div. 288.
 492—Thos. Degnan, from Div. 95.
 270—J. W. Tully, from Div. 29.
 388—R. Chapman, D. Auger, F. Gourdeau, from Div. 91.
 649—D. D. Brinson, from Div. 399.
 69—Frederick E. Owen, from Div. 290.
 679—Enoch Bown, from Div. 68.
 523—Jeff. Rawlins, from Div. 220.
 666—J. E. Stancer, from Div. 262.
 A. W. Kraft, from Div. 575.
 180—J. J. Thomas, from Div. 357.
 159—W. E. Beall, from Div. 343.
 W. H. Groeltz, from Div. 151.
 171—C. O. Taylor, from Div. 656.
 257—Daniel Thomas, from Div. 263.
 222—H. D. Mapee, from Div. 55.
 453—Robt. McBride, from Div. 575.
 W. C. Burrell, from Div. 194.
 23—J. B. Gunn, from Div. 514.
 T. E. Hambrick, from Div. 473.
 Richard Curd, from Div. 225.
 317—R. W. Goldsworthy, from Div. 136.
 145—A. Giblin, from Div. 521.
 42—L. M. Taylor, from Div. 123.
 368—W. M. Phillips, from Div. 628.
 C. M. Henderson, from Div. 207.
 H. P. Bledsoe, from Div. 514.
 25—David Kirkwood, from Div. 39.
 595—M. J. Barrett, from Div. 123.
 G. M. Hughes, from Div. 445.
 620—Eugene Y. Blount, from Div. 194.
 614—C. E. Bircher, from Div. 594.
 258—A. Sloan, from Div. 91.
 382—Frank Blake, from Div. 3.
 583—W. Haley, from Div. 67.
 W. Best, from Div. 631.
 45—E. L. Ringler, from Div. 90.
 680—Wm. Gaines, John Rosch, from Div. 366.
 242—S. C. Webb, from Div. 137.
 100—Henry Baiersdorf, D. J. Bradley, Thos. E. Burns, from Div. 25.
 660—W. J. Markham, from Div. 8.
 Chas. P. Gallaway, from Div. 95.
 70—W. Thompson, from Div. 520.
 153—J. L. McCullough, from Div. 296.
 685—Ellis L. Updegrove, from Div. 233.
 343—E. G. Ward, from Div. 154.
 247—H. A. Gillander, from Div. 91.
 W. R. Barnsfather, from Div. 583.
 391—E. West, from Div. 396.
 400—Wm. Birkett, from Div. 343.
 330—A. McCraig, from Div. 469.
 F. Berryman, from Div. 89.
 433—L. N. Sharral, from Div. 445.
 47—P. O. Sampson, from Div. 171.
 245—R. W. Burchard, S. R. Hawk, from Div. 159.
 6—Joseph Dolak, from Div. 526.
 589—W. F. Mayo, from Div. 539.
 416—John Hartnett, M. W. Boyd, from Div. 472.
 Edgar J. Adams, from Div. 173.
 J. W. Mathewson, from Div. 148.
 156—J. M. Andrews, from Div. 196.
 689—John Langstreth, M. Cunningham, James Chisholm, D. D. Ferguson, A. T. Houston, J. A. Johnston, J. Larocque, P. Murphy, G. H. Martyn, A. Minchin, J. E. Parmelee, L. L. Robinson, A. W. Savage, John Williams, N. Wood, H. E. Wade, G. A. Magowan, J. A. Carson, D. A. Bowker, W. E. Ryan, A. Fontaine, from Div. 128.
 510—John Kain, from Div. 189.
 264—John Oscar Carel, from Div. 240.
 19—W. R. Price, from Div. 49.
 293—F. P. McGowan, from Div. 306.
 H. W. McFadden, from Div. 590.
 205—Ralph Guile, from Div. 171.
 119—Wm. Young, from Div. 538.
 612—C. D. Goddard, from Div. 20.
 239—C. F. Mismar, from Div. 547.
 547—Geo. M. Ireland, from Div. 274.

Bro. T. Strainer, transferred from Div. 168 into Div. 258, in the August JOURNAL, should have been Bro. T. Stainer.

WITHDRAWALS.

From Division—

- 14—Jas. Chambers.
 620—Ferrell Peebles.

From Division—

- 23—J. D. Ryan.
 522—Robt. E. McCann.

REINSTATEMENTS.

Into Division—

- 226—T. J. Sheehan.
 95—John Mahoney.
 50—W. F. Payne.
 299—Eugene M. Clark.
 39—E. Goudy.
 648—John F. Miller.
 194—E. Y. Blount.
 473—L. E. Hambrick.
 242—Joseph Boyle.
 198—Saml. M. Hoffman.
 421—L. W. Ketcham.
 282—J. P. Fitzmartin.
 197—E. H. Harrington.
 271—Will Shepard.
 98—Frank D. Palmer.
 109—Edw. L. Godefroy.

Into Division—

- 297—Ed. Havey.
 461—Wm. H. Southern.
 294—J. F. Davis.
 394—Fred Wall.
 278—E. Bayliss.
 107—C. A. Carson.
 245—Ed. Ferguson.
 61—Eddy F. Lovejoy.
 Oscar L. Wheaton.
 471—B. S. McGregor.
 19—E. M. Rider.
 256—J. J. Bannon.
 221—Joseph Doolittle.
 494—W. H. Spear.
 547—C. G. Winn.

EXPELLED.

FOR NON-PAYMENT OF DUES.

From Division—

- 613—C. F. Potter,
 A. H. Sims.
 159—F. C. Wood.
 560—F. H. Welch,
 E. D. Borden,
 Jas. Coleman,
 F. J. Fern.
 256—W. G. Bruggerman,
 E. M. Walton,
 Wm. O. Charlton,
 W. R. Hutchison,
 O. Snipes.
 429—R. K. Moore.
 250—Geo. F. Powley.

From Division—

- 226—W. A. Waddington.
 595—Larry Welsh.
 668—Levi Ricehoff.
 240—David O. Blanchard
 678—H. C. Ruff.
 570—George Barrett.
 274—Louis F. Kurtz,
 Thos. Reynolds,
 Fred Trochernell.
 401—J. L. Hambrick.
 156—W. N. Donahue.
 101—C. L. McCormack.
 232—T. J. Gilfeather.
 260—E. L. Anderson.

FOR OTHER CAUSES.

- 86—C. H. Cummings, forfeiting insurance.
 386—D. E. Davis, unbecoming conduct and failure to take out insurance.
 459—Wm. Smawley, non-payment of dues and forfeiting insurance.
 323—S. S. Perkins, violation of obligation and non-payment of dues.
 567—E. S. Dire, non-payment of dues and forfeiting insurance.
 398—Wm. Dobson, violation of obligation.
 481—J. M. Kelley, forfeiting insurance.
 587—Otto Dohrman, forfeiting insurance.
 592—C. Rosky, non-payment of dues and failing to take out insurance.
 464—W. E. Fulton, unbecoming conduct.
 214—D. E. Welch, forfeiting insurance.
 132—John Hanley, unbecoming conduct.
 48—Geo. Hans, deserting his family and non-payment of dues.
 343—Jess Day, non-payment of dues and forfeiting insurance.
 401—E. B. Garvin, forfeiting insurance and non-payment of dues.
 472—David G. McKee, forfeiting insurance and non-payment of dues.
 25—Edwin Booth, forfeiting insurance.
 7—J. W. Rubush, forfeiting insurance.
 84—C. P. Price, F. S. Stansberry, forfeiting insurance.
 208—Jacob Schrader, O. N. Ballard, forfeiting insurance.
 260—Wm. Rose, non-payment of dues and failing to take out insurance.
 101—A. W. McCandlish, R. A. Pinkerton, forfeiting insurance.
 304—Geo. M. Nicoll, forfeiting insurance.
 522—Clarence R. Hicks, forfeiting insurance.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have renewed our arrangement with the Webb C. Ball Watch Co., Cleveland, O., for an unlimited number of watches as premiums; watches that are guaranteed to be O. K. in every respect, and will be given as premiums under the following conditions:

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$20.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard, 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

Mr. C. H. Salmons, Editor JOURNAL:

DEAR SIR AND BROTHER:—The 19-jewelled Webb C. Ball gentleman's watch has been received O.K. The case selected by you was perfectly satisfactory, as is the watch. I think some one in each Subdivision should work for one of these splendid premiums, as well as for the interest of the JOURNAL, and through it, the order. With many thanks for the watch, I remain

Yours fraternally,

C. K. TALIAFERRO, C. E. Div. 595.

A large number of Brothers can obtain one of these excellent watches if they make an effort, and will help the JOURNAL as well as themselves. EDITOR.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 105-108.

SERIES G.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, Oct. 1, 1905.

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of

money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst.	Name.	Age.	No. of Div.	Date of Admission	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
52	L. I. Ayers.....	28	570	June 24, 1905.	July 3, 1905.	Killed.....	\$1500	Mary E. Ayers, m.
53	Wm. Cox.....	33	256	Aug. 8, 1904.	July 8, 1905.	Yellow fever.....	1500	Laulie Cox, m.
54	H. A. O'Donnell.	35	232	June 16, 1900.	July 11, 1905.	Left leg amputat'd	1500	Self.
55	M. Finnegan.....	37	178	Nov. 12, 1901.	July 14, 1905.	Blind right eye.....	750	Self.
56	Jerry Cream.....	48	387	Apr. 11, 1887.	July 15, 1905.	Blind left eye.....	1500	Self.
57	John O. Finnell.	63	186	Aug. 30, 1900.	July 17, 1905.	Cerebral thromb's	3000	Lawful heirs.
58	R. G. Brown.....	34	553	Aug. 26, 1904.	July 18, 1905.	Killed.....	1500	Jane K.R. Brown, m.
59	M. J. Pendergast	49	227	Nov. 7, 1881.	Aug. 1, 1905.	Left eye removed.	3000	Self.
60	Claude Lory.....	30	594	June 29, 1902.	Aug. 2, 1905.	Left leg amputat'd	1500	Self.
61	D. J. Geary.....	30	281	May 27, 1902.	Aug. 3, 1905.	Appendicitis.....	1500	Bridget M. Geary, m
62	W. A. Sears.....	58	353	Dec. 14, 1891.	Aug. 6, 1905.	Cerebral hemorrh.	3000	Mrs. W. A. Sears.
63	E. Guilfoyle.....	35	210	June 17, 1900.	Aug. 8, 1905.	Apoplexy.....	1500	M. E. Guilfoyle, w.
64	Thos. Farmer.....	47	123	Feb. 20, 1890.	Aug. 13, 1905.	Cancer.....	1500	Kate Farmer, sister.
65	D. W. J. Mahoney	42	53	Sept. 20, 1890.	Aug. 13, 1905.	Killed.....	1500	Mild. R. Mahoney, d.
								Wm. M. Christian,
								Frederick & Jacob
								Miller, brothers.
								Mary M. Kell, a
66	D. I. Miller.....	45	45	Oct. 18, 1902.	Aug. 13, 1905.	Bright's disease....	3000	Susan Brown, w.
67	James K. Brown	37	521	Mch. 11, 1900.	Aug. 14, 1905.	Appendicitis.....	1500	Self.
68	Peter Chouinard	24	319	Feb. 24, 1905.	Aug. 14, 1905.	Leg amputated.....	1500	M. M. Aithouse, M.
69	James Moore.....	57	125	Nov. 11, 1891.	Aug. 17, 1905.	Killed.....	3000	M. Henry Laura
70	S. B. Spalding.....	70	65	Apr. 25, 1887.	Aug. 17, 1905.	Killed.....	3000	Moore, daughters,
71	Samuel Meredith	46	15	July 30, 1903.	Aug. 18, 1905.	Sarcoma.....	3000	C. F. Spalding, son.
72	W. A. Robertson	35	593	Aug. 9, 1900.	Aug. 19, 1905.	Appendicitis.....	3000	Mary Meredith, w.
73	E. R. Taylor.....	35	99	June 2, 1901.	Aug. 19, 1905.	Killed.....	1500	Marg. Robertson, w.
74	John J. Haynes...	34	156	Nov. 26, 1899.	Aug. 19, 1905.	Heart failure.....	1500	Danald Taylor, w.
								Mollie Haynes, w.
								(Nathan K. Tufts,
75	L. D. Tufts.....	72	342	Feb. 1, 1868.	Aug. 21, 1905.	Cardiac dilation...	3000	Mabel W. Morse &
								Marg. D. Morse.
76	S. E. Norman.....	43	64	Mch. 25, 1897.	Aug. 21, 1905.	Typhoid fever.....	1500	Mamie Norman.
77	Jaa. Weidenbeck	39	248	Apr. 1, 1904.	Aug. 21, 1905.	Killed.....	1500	E. Weidenbeck, w.
78	H. Bullock.....	84	84	Mch. 20, 1881.	Aug. 21, 1905.	Killed.....	3000	Augusta Bullock, w.
79	Wm. B. Galivan...	50	65	Dec. 22, 1881.	Aug. 22, 1905.	Killed.....	4500	Flora Galivan, w.
80	W. F. Reed.....	52	90	May 17, 1903.	Aug. 23, 1905.	Chronic peritonitis	1500	Mabel R. Reed, d.
81	A. S. Askew.....	41	120	Apr. 3, 1904.	Aug. 23, 1905.	Right hand amp'd	1500	Self.
82	James Donnelly...	38	441	Feb. 3, 1901.	Aug. 25, 1905.	Heart failure.....	1500	Belle Donnelly, w.
83	J. H. Allen.....	42	373	Apr. 27, 1895.	Aug. 25, 1905.	Killed.....	1500	Carrie L. Allen.
84	J. P. Conrath.....	36	334	April 26, 1903.	Aug. 28, 1905.	Dropsy.....	1500	Pauline Conrath, w.
85	H. J. McAllister...	51	555	Feb. 7, 1896.	Aug. 28, 1905.	Heart failure.....	3000	D. J. McAllister, w.
86	A. W. Shattock...	35	348	Feb. 24, 1905.	Aug. 28, 1905.	Killed.....	1500	Lucy C. Shattock, w.
87	N. Johnson.....	62	43	Dec. 2, 1870.	Aug. 28, 1905.	Killed.....	3000	Anna M. Johnson, w
88	E. W. Lucas.....	36	161	Apr. 13, 1905.	Aug. 28, 1905.	Killed.....	1500	Sara M. Lucas, w.
89	J. H. Paulus.....	48	662	Sept. 5, 1898.	Aug. 29, 1905.	Killed.....	3000	Flora M. Paulus, w.
90	P. O. Montminy...	39	388	June 4, 1898.	Aug. 29, 1905.	Indigestion.....	3000	Alice Montminy, a
91	J. H. Lowing.....	53	844	Dec. 15, 1901.	Aug. 29, 1905.	Cirrhosis of liver..	1500	Eliza S. Lowing, w.
92	F. H. Kepner.....	32	601	Apr. 12, 1893.	Aug. 30, 1905.	Pneumonia.....	3000	Elizabeth Kepner, w
93	F. S. Sweet.....	51	508	Feb. 19, 1899.	Aug. 30, 1905.	Brain disease.....	1500	Annie M. Sweet, w.
94	L. E. Merritt.....	32	289	Sept. 12, 1887.	Aug. 30, 1905.	Blood poison.....	3000	Anna Merritt, w.
95	B. E. Andres.....	49	65	Dec. 8, 1886.	Aug. 31, 1905.	Killed.....	1500	Mary E. Andres, w.
96	F. D. Perkins.....	45	18	May 10, 1903.	Aug. 31, 1905.	Heart disease.....	1500	Isabella Perkins, w.
97	D. W. Boyer.....	67	95	Jan. 15, 1889.	Sept. 2, 1905.	Heart disease.....	1500	Ada & Willie Boyer
98	George Lewis.....	55	5	May 2, 1889.	Sept. 3, 1905.	Cancer.....	1500	Mrs. George Lewis.
99	S. H. Norton.....	33	560	Sept. 27, 1903.	Sept. 3, 1905.	Killed.....	1500	A. Norton, w. & child'n
100	C. E. Webb.....	57	242	Sept. 18, 1883.	Sept. 4, 1905.	Malarial fever.....	3000	Mrs. Christina Webb
101	C. E. Burt.....	70	65	Feb. 7, 1887.	Sept. 5, 1905.	Heart disease.....	1500	Annie Burt, d.
102	C. W. Syfan.....	41	498	Mch. 16, 1902.	Sept. 5, 1905.	Right leg amp'ted.	1500	Self.
103	C. T. Murtha.....	44	157	Mch. 21, 1903.	Sept. 6, 1905.	Nephritis.....	750	Children.
104	J. C. James.....	79	157	July 17, 1880.	Sept. 6, 1905.	Exhaustion.....	3000	Sarah C. Opdyke, d.
105	L. C. Maskrey.....	25	565	Oct. 26, 1903.	Sept. 7, 1905.	Killed.....	3000	Jen. D. Maskrey, w.
106	W. Chatterton.....	64	248	Apr. 16, 1887.	Sept. 9, 1905.	Cancer.....	3000	M. E. Chatterton, w.
107	J. R. Jones.....	34	453	Aug. 11, 1902.	Sept. 10, 1905.	Killed.....	750	Maud E. Jones, w.
108	Esse Ogilvie.....	54	606	Sept. 12, 1903.	Sept. 11, 1905.	Left hand amp'ted	1500	Self.

Total number of claims, 57. Total amount of claims, \$116,250.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
May 20, 1904.	{ John Hoag, administrator..... } Washington Trust Co.....	420	C. S. Allmon.....	170	\$1500
Feb. 27, 1905.	Idelle Nance and children.....	804	R. M. Slight.....	442	1500
Mch. 9, "	Mrs. Rose McCormick.....	858	O. D. Morris.....	378	1500
" 19, "	Mrs. Rachel Marrow.....	859	William Gemlo.....	180	1500
" 27, "	Mrs. Millie Hale.....	860	G. W. Reed.....	202	1500
" 28, "	John Bowe.....	861	O. P. Miller.....	606	1500

Acknowledgments—Continued.

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Apr. 15, 1905.	John Chilcott.....	870	D. D. Hall.....	254	\$1500
" 18, "	Mrs. J. G. F. Korb.....	876	E. S. Freeman.....	288	1500
" 26, "	Isabella Rosette.....	889	C. O. Bissell.....	425	3000
May 7, "	Mrs. Cora Lovejoy.....	905	E. W. Richmond.....	286	1500
Mch. 23, "	Mrs. Lizzie Jones.....	911	J. C. Lawson.....	576	3000
" 30, "	Mrs. S. A. Gowan.....	912	G. H. Phillips.....	101	4500
Apr. 2, "	Charles Brislen.....	913	F. L. McDonald.....	279	1500
" 29, "	Mrs. J. M. McGuire.....	916	J. H. Taylor.....	283	3000
May 6, "	W. D. Cox, guardian.....	920	A. Delhamme.....	366	1500
" 10, "	E. A. Wagon.....	974	C. H. Burn.....	340	1500
" 11, "	Mrs. Ella V. McChesney.....	925	E. J. McMeekin.....	85	3000
" 12, "	Mrs. Charlotte J. Cleveland.....	926	L. A. Buchner.....	502	1500
" 13, "	Mrs. William J. Sittig.....	927	William Agnew.....	173	1500
" 14, "	Mrs. Michael Dickson.....	928	D. E. Parmeter.....	468	1500
" 14, "	Mrs. Nap Gadbois.....	929	Fred. Rowe.....	168	2250
" 14, "	Mrs. Elvira A. Butler.....	930	W. A. Kempton.....	61	3000
" 15, "	Mrs. Mary E. Haller.....	933	L. A. Thomas.....	492	4500
" 15, "	Mrs. Ethel A. Clayton.....	934	J. E. Dillingham.....	439	1500
" 17, "	Mrs. Ella Fowler.....	936	L. B. Byrnes.....	71	3000
" 17, "	Mrs. O. W. Rich.....	937	Wm. M. Prayer.....	169	1500
" 18, "	Mrs. Maria English.....	938	W. B. Curley.....	485	3000
" 20, "	Mrs. Alice A. Renard.....	939	J. H. Welch.....	207	3000
" 20, "	Mrs. Mary Averell.....	940	D. H. DeGear.....	159	3000
" 21, "	A. A. Linkons.....	941	J. M. Derfingier.....	301	1500
" 21, "	Mrs. Elizabeth Dresen.....	942	B. Baesler.....	333	1500
" 22, "	Mrs. Anna Buckhardt.....	943	L. Sisco.....	125	3000
" 22, "	Mrs. D. C. Lasley.....	944	William Wright.....	496	3000
" 23, "	Mrs. Pearl C. Stearns.....	945	A. Cauvins.....	294	3000
" 23, "	Mrs. Lucy A. Stephenson.....	946	A. R. Singletary.....	31	1500
" 23, "	Mrs. Harriet V. Heckman.....	948	E. A. Montague.....	46	3000
" 24, "	Mrs. Mary C. Austin.....	949	E. I. Baker.....	105	1500
" 28, "	Mrs. John Schuler.....	953	James H. Calkins.....	248	3000
" 29, "	Mrs. P. McCarty.....	954	R. H. Cunningham.....	39	3000
" 29, "	Mrs. Matilda Fubury.....	955	R. H. Gribbin.....	33	1500
June 1, "	Mrs. Nellie Gimbey.....	957	Nathan T. Beynon.....	79	3000
" 1, "	Mrs. Nicholas Rhine.....	958	C. McCollum.....	66	4500
" 2, "	Mrs. Fannie L. Miller.....	959	A. Delhamme.....	366	1500
" 2, "	Mrs. Fannie M. Barlow.....	960	W. C. Davis.....	400	3000
" 3, "	John W. Walton.....	961	Hugh P. Kelley.....	45	1500
" 4, "	Mrs. S. Meredith.....		G. E. Viquesney.....	25	1500
" 4, "	Anna L. Walton.....		W. B. Nicol.....	18	4500
" 8, "	Mrs. Maggie Warner.....	962	C. Caskey.....	54	3000
" 12, "	Mrs. Carrie Bliss.....	963	J. M. Derfingier.....	301	3000
" 13, "	Mrs. Frances Karg.....	965	F. E. Meixner.....	343	3000
" 13, "	Mrs. Mattie P. Adams.....	966			
" 14, "	Mrs. Lyda D. Gratz.....	967			

Financial Statement.

CLEVELAND, O., Sept. 1, 1905.

MORTUARY FUND FOR AUGUST.

Balance on hand July 31, 1905.....	\$229,930 52
Paid in settlement of claims.....	111,000 00
Surplus.....	\$118,930 52
Received by assessments 962-67 and back assessments.....	\$154,530 86
Received by assessments 1018-21	986 32
Received by members whose insurance was carried by As- sociation.....	1,083 70
	\$156,600 88
	\$275,531 40
Mortuary fund.....	177,491 00
Special mortuary fund*.....	98,040 40
Balance in bank Aug. 31, 1905.....	\$275,531 40

EXPENSE FUND FOR AUGUST.

Balance on hand July 31, 1905.....	\$ 8,096 82
Received from fees and special.....	408 99
Total.....	\$ 8,505 81
Expenses during month of August.....	1,404 30
Total in bank Aug. 31, 1905.....	\$ 7,101 51

*The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. F. HUTCH, President

Statement of Membership.

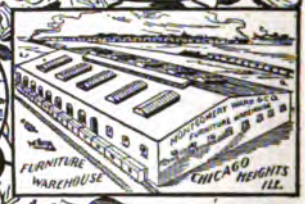
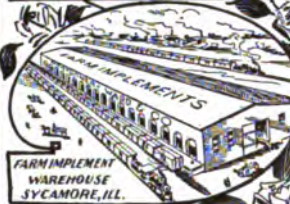
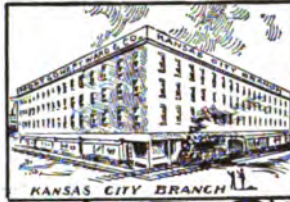
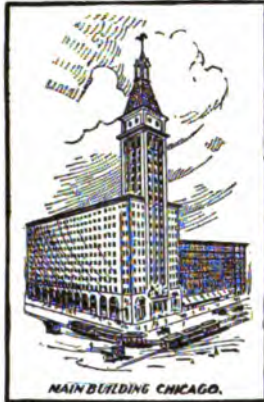
FOR AUGUST, 1905.

<i>Classified, represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- sessments 962-67.....	4,157	24,584	10,160	1,688
Members from whom as- sessments 962-67 were not collected.....	457	2,090	586	5
Members carried by the Association.....	3	132	289	21
Applications and rein- statements received during month.....		332	91	13
Totals.....	4,617	27,138	11,126	1,727
From which deduct poli- cies terminated by death, accident, or otherwise.....	21	93	24	10
Total membership Aug. 31, 1905.....	4,596	27,045	11,102	1,717

Grand total..... 44,460
M. H. SHAW, Gen'l Sec'y & Treas.

THE Greatest Mercantile Establishment in the World

Remarkable Expansion in Buildings to Meet Wonderful Business Growth



PRESENT ENORMOUS PLANT OF MONTGOMERY WARD & CO.

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Already magnificent plans are in view for further enlargement during the coming year, which will give due consideration to future possibilities, permit of unlimited expansion and development to any magnitude.

Not only is this great house the original, the very first in the world to develop the Catalogue idea of selling everything direct to everybody—it is also the leader in magnitude of business done, in growth of its patronage, in maintaining its old customers for the longest periods and in expansion of area year by year to meet business requirements.

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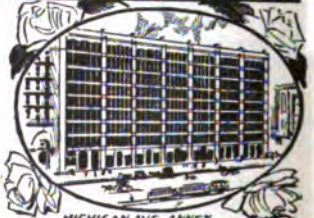
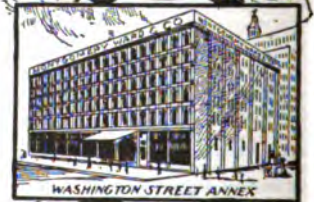
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BROTHERHOOD OF LOCOMOTIVE ENGINEERS MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
807 SOCIETY FOR SAVINGS BLD'G, CLEVELAND, O.

Vol. XXXIX.

NOVEMBER, 1905.

NUMBER II.

From Peru to Bolivia.

South America has constructed about 25,000 miles of railroad, narrow and standard gauge, the larger part of which has been constructed by Brazil and the Argentine Republic, some of these countries having less than 100 miles. Peru has approximately 1,000 miles of road. Correspondence with Bro. C. W. Rickard, whose letter appeared in the September JOURNAL, page 771, brought me the photographs from which the accompanying illustrations were made. The Molendo, Arequipa and Puno Railroad (now called the Southern Railway of Peru),

from Molendo, the seaport town on the Pacific Ocean from which it starts, to Arequipa, while it gains an altitude of 7,000 feet, does not encounter the engineering difficulties that are met with between Arequipa and Puna. Of this a writer for the *Chicago Record-Herald* says:

"It took a great deal of nerve to build the road to Puna, but it was American nerve and American genius that overcame the Cordilleras and the deserts and found a path through the gorges and along the mountain sides in a manner that will always be a source of amazement to ordinary people and admiration



AREQUIPA, PERU, SOUTH AMERICA.

to engineers. It is often said that money and science can accomplish everything. Even Archimedes offered to raise the world if someone would give him another planet to stand on, and that principle is illustrated by the Puna railroad. It was a triumph of energetic and brainy men, who, however, did not have to count the cost. The government of Peru paid the bills at a time when the republic was rolling in riches, when the mines of the Andes were pouring out a silver stream and the islands of the sea were furnishing even more valuable contribution to the public treasury in the form of guano.

"It was the first great mountain road to be built. It was the pioneer in that

months of consultation and comparison of notes had laid out the profile of the road, Thorndike, their chief, put a blue print in his pocket, got aboard a mule and started up the line proposed. He rode for two days without looking at the blue print, but made a careful examination from the path that the goats had surveyed in their search for the bunch-grass that grows in the sand. Then he returned to his office at Lalay and with his pencil laid out the line.

"Passenger trains leave Arequipa for Puna on Thursdays and Sundays at 7 o'clock in the morning, and consist of an engine, one first-class and one second-class passenger car and a box car for



AREQUIPA RAILROAD BRIDGE 6,000 FEET LONG, WITH RAILING AND WALK ON EITHER SIDE OF TRACK.

line of engineering which carves a right of way on the breast of a precipice and adopts the longest possible distance between two points to make the grade. There may be more remarkable pieces of railway construction in Colorado nowadays, but there was nothing to compare with the Puna road when it was built from the ocean over the backbone of the continent and climbed 14,666 feet across a desert a distance of 228 miles.

"John L. Thorndike, of Boston, was the engineer. He still lives in Lima. It is said that after a gang of his assistants had gone up and down the different gorges and over all the mountain trails, and after

mails, baggage and express matter. Freight trains run every day. The locomotives and the first-class cars are on the American plan. The second-class cars are similar to those seen in Austria and Italy, with four long benches running lengthwise opposite each other and ventilated by lattice work like a stock car. It is said that they were constructed in this way to allow the passengers to gossip with their friends outside, because it was found difficult to get them back in again if they were once allowed to alight at the stations.

"The track climbs around the base of the volcano El Misti, rising nearly 500

feet during the first forty-four miles. The mountains are bare, and seem to be composed of alternate layers of rocks and baked clay. The latter looks like chalk and cuts like cheese. It was very convenient and useful for grading purposes, and on the mountain sides are great cavities, which were shoveled out for this purpose, whose walls are as regular and as smooth as if they had been done with a carving knife. At intervals of a few miles are lovely valleys, allowing where the water has been gathered and utilized for irrigation, for the soil is rich and produces anything that man may plant in a most prolific manner. Sugar-cane and wheat grow side by side, cotton and corn intermingle their foliage, and

with such confusion as to suggest that some Titan had lifted a mountain and put it back upside down. It is a field of marvels for the geologist. At one place the track encircles an ancient crater about twelve miles wide, which is filled with ashes and lava to an unknown depth. While Misti is semi-active and vapor continually escapes from its crater, the volcano of Ubinna, which is over 16,000 feet in height, is continually active, although its eruptions are not severe and no damage has ever come from them.

"Within sight of the car windows, besides these two monsters, we have frequent views of Coropuna, one of the highest peaks in America, which measures 22,800 feet, Charchani, 19,400



AREQUIPA, PERU, MT. MISTI, 20,320 FT. HIGH. ONE OF THE RENOWNED CRATERS IN THE WORLD.

potatoes and melons and ordinary vegetables and fruits grow as they do in California.

"At an elevation of 13,413 feet the railway passes through immense deposits of chalk, with occasional outcroppings of lava. This is followed by a number of mountains that seemed to be composed entirely of baked clay, showing evidences of intense internal heat and tremendous upheavals from the neighboring volcanoes. There is another curious phenomenon that nobody seems to be able to explain. One hill will be composed of chalk or baked clay, without the sign of a stone, while the next hill will be composed of stones entirely, piled up in enormous masses

feet, and Pichu, which is 17,800 feet."

Passing the 14,000-foot level we descend to Puno on the shore of Lake Titicaca, 12,846 feet above sea level, said to be the highest lake in the world. It is 120 miles long and from 80 to 60 miles wide. Passengers bound for La Paz, Bolivia, take the steamer to the south landing at the little town of Ohillilaya; there a stage coach of primitive character, with teams of six or eight mules traveling at a gallop, covers the forty-five miles over fairly good roads to La Paz, the most progressive town, and capital of Bolivia.

From Puno another division of the railroad runs nearly north to Cuzco, a somewhat longer distance than the road from

Molendo. It would hardly seem possible that such altitudes would be productive, but this correspondent says:

"The soil improves with the elevation because it is moistened almost daily by the clouds that wrap the mountains, and as we reach Canaguas, which is 18,380 feet above the sea, the mountain sides are covered with gray bunch-grass, which makes excellent grazing. A few wild flowers are seen along the sides of the track and little streams come rippling down from the melting snows in a most

carry their knitting and spinning spindles with them and sit down among the rocks as contentedly as if it were a most comfortable fireside. At occasional intervals a rough shelter is built, in which they can seek protection in case it storms. It is usually a roofless well of stones six or eight feet in diameter and five or six feet high. The wind often blows with great violence through the mountain gorges and across the plateaus, and it was only the other day that a cyclone tore down a substantial brick building that was used as a station house by the railway company. Large corrals are provided for herding the sheep and vicuna, but the cattle are allowed to take care of themselves under all circumstances.

"In the high plateaus are plenty of springs, and water can be obtained at an elevation of 14,000 and even 15,000 feet by driving wells into the sand. There is supposed to be an artesian basin fed from Lake Titicaca and its twin, Poopo, which has no outlet except under ground, and it is a mystery where all the water goes to. There are many small lakes in the hollows at an elevation similar to that of Titicaca which have neither inlet nor outlet, but catch the surfaced drainage when the rain or snow falls. The snow line is about 16,000 feet. The ice line begins at Canaguas, 18,380 feet, and a film forms over standing water every night. There is no timber on any of these mountains, and the only fuel is llama dung and the yareta, a sort of peat which looks like cauliflower or pumice stone and grows in the swampy highlands, where it is cut out of the soil about a foot thick. This remarkable plant seems to grow downward,



OLD CHURCH, AREQUIPA, PERU.

cheerful and audacious manner, but are soon swallowed up in the thirsty sands. These streams contain a delicious fish that looks like a smelt and is called a pejerrey. Herds of fine cattle, large-boned animals with spreading horns, are seen in every direction, and vast droves of sheep, including many alpacas and vicuna, both being limited in their habitat to Bolivia, southern Peru and some parts of Chile. The alpacas look like dwarfed llamas, the vicunas resemble our deer. The sheep and cattle are herded by women, who

ward, for the top is always almost even with the surface of the soil and looks like green mold. The peons cut it out, spread it on the ground to dry in the sun and the wind, and then bring it into the settlement for fuel. It burns like peat.

"Wheat is one of the chief crops, although the supply has never yet been sufficient for home consumption, and much flour is still brought in from Chile. The grain is cultivated in the most primitive manner, as it is in Japan, where people have no idea of the value of time. The

ground is plowed with a crooked stick, hauled by a team of oxen or mules. One man keeps the stick in the ground—usually the trunk of a tree whittled off to a point—while the other howls at the animals. The seed is sown by hand and then the soil is raked over with a sort of harrow, home-made and of curious pattern. When the crop is ripe the women go into the field with long, straight knives, like the machetes used in Cuba, cut the stalks by the handfuls, lay them carefully in piles, tie them with strings and carry them on their backs to the headquarters of the hacienda, where, after the harvest is done, they separate the finest wheat from the stalks kernel by kernel with the fingers, while sitting on the pavement of a patio. The best of the straw is then separated from the remainder for manufacturing purposes and carefully tied up in bundles as big as one's arm. The remaining straw is spread on the floor of a circular corral called a cancha, which has a sort of windlass in the center with a long pole in the hub. Animals of all kinds are hitched to this arrangement—oxen, mules, horses or burrows, anything with hoofs—and they are driven round and round upon the straw until the grain is thoroughly tramped out of it. Then the straw is poked up into piles by men with forked sticks and stacked for fodder,



NATIVES OF PUNO, PERU.

for thatching houses and other purposes. "Barley, which is another of the staples of the country, is treated in the same way.

"According to tradition, wheat was introduced in Peru by a curious accident. Inez Munoz, the wife of Alcantara, a half brother of Pizarro, and the first European woman who landed in this country, brought with her a bag of rice. One day, shortly after her arrival, while cleaning some of the rice to make a pudding for her brother-in-law, the Marquis, she came across a few grains of wheat, which she carefully laid aside, and afterward planted in the northwest corner of the main plaza of Lima, just in front of where the city hall now stands. They yielded



NATIVE INDIAN CANOES, PUNO, PERU.

abundantly, and the next year the little crop was distributed among the settlers for seed. This was in 1535, and in 1539 the production was so extensive that the first flour mill was erected.

"In 1660 the same lady, having meantime become a widow, introduced the first olive trees into Peru, which were also planted in the plaza of Lima. All of them died except two, one of which was stolen by a Chileano and became the parent of all the olive trees in Chile, while from the other sprung all of the groves in Peru."

The Road to Yesterday.

Heart of mine, the twilight deepens to a denser,
duller gray,

By the voice of Youth, grown merry in the care-
lessness of play,
And the sunshine was all mellow as we passed
along that way.

Heart of mine, I pledged thee greatness and I prom-
ised thee a crown

Fashioned by the hands of Effort from the jewels
of renown.

But, alas! I bring thee nothing from the years but
temples gray

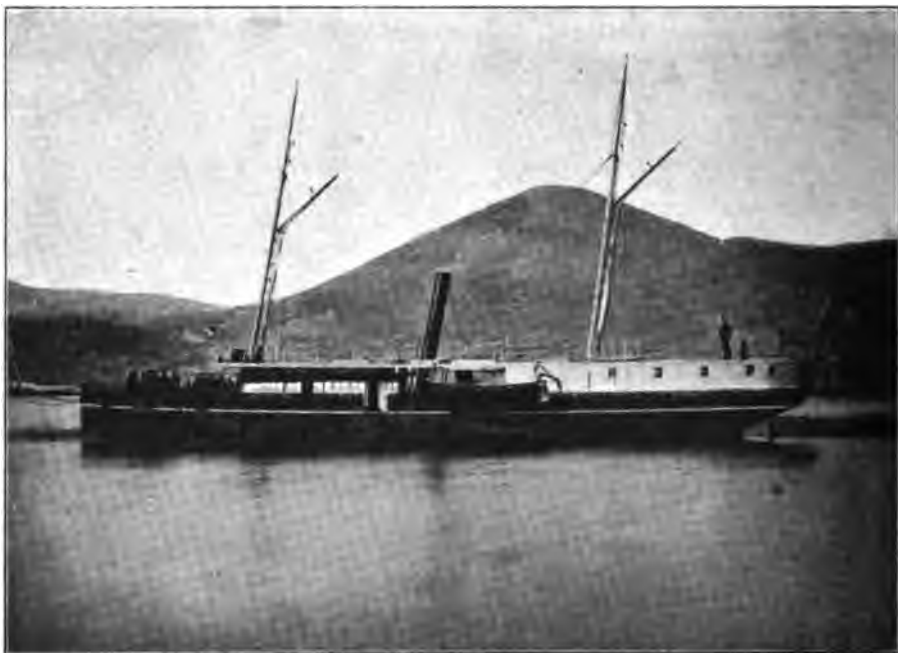
And a dream that lies all broken on the road to
Yesterday.

And I plucked a radiant flower on the rosy way of
Youth,

'Twas a blossom, fair and fragrant, from the
spreading bush of Truth,

All my life I swore to keep it and to cherish it—so
rare

Was its leaf and stem and odor and its beauty was
so fair;



STEAMER ON LAKE TITICACA, PERU, 12,846 FEET ABOVE SEA LEVEL.

Let us link our arms and wander down the road to
Yesterday;

And, as sweethearts stroll together down a leafy
way and long,

Let us gather blooms of memory and weave them
into song.

Heart of mine, we may discover as we wander on
and woo,

All those little lanes and byways that our eager
childhood knew,

And perhaps we'll bear some sweetness from our
journeying away,

As we wander on together down the road to Yes-
terday.

Here I pledged thee fame and riches—ah, we both
of us were young.

And we heard no note of music but the song of
Promise, sung

But the struggle grew so bitter, and so denser grew
the throng,

That the heart where I enshrined it could not keep
it overlong.

And I thought we might discover as we wandered
on our way

Its poor bruised and broken petals on the road to
Yesterday.

But O Heart, if hopes lie shattered all along the
weary way,

We are better for the sorrows on the road to Yes-
terday;

Cleansed of arrogance and evil, purged of all our
foolish pride,

Chastened, humbled, better fitted for what fortune
may betide.

If I bring thee naught I promised, I will offer thee
instead

Nobler aims and sweeter dreamings—for my little dreams are fled.
And the sweetness of Contentment leads my cherished soul away
From the dreams that lie all broken on the road to Yesterday.—*From Cleveland Leader.*

A Special Thanksgiving Day.

BY MARIE BOTHILDA.

"We shall meet as usual on Thanksgiving day?"

"Without fail. Not a Thanksgiving day shall come without seeing us together at the festive board."

So saying, Ned Jones and Harley Smith

as we shall see and provided otherwise. It was not a case of a willing spirit and a weak flesh, but—well, men could fly in the air, but—fate comes usually in the shape of a "but."

"When we marry, I shall have a beautiful daughter," said Harley one day when the two were discussing the future they had laid out for themselves, "and you will have a noble son. The two shall marry."

"Agreed," said Ned, extending his hand and gripping his friend's in token of his hearty approval.

Ned performed his part of the agreement by marrying, and having a son, but Harley had not yet prepared to comply



LLAMAS, PUNO, PERU.

shook hands and parted at the railroad depot.

Friends they had been always, boon companions and schoolmates; indeed, both had graduated at the same time and from the same class. The two young men went into business together and determined to become captains of industry, but fate in the shape of the Chicago climate determined otherwise, so Harley went West to purer air, and Ned remained behind to flirt with fortune.

Thanksgiving had always been their particular day; they never missed one; it was their red letter day, hence at parting it was provided for. Fate again interfered

with his part of the agreement, and when the friends parted at the railroad station, Ned's boy was two years old with his eye-teeth out, and Harley still a bachelor.

"Maybe it will happen out West," intimated Ned; "that's where the best ones are found."

"Depend upon it, my boy, it is bound to happen; I do not belong to any race suicide club," whereat both laughed.

The strenuous life of the far West agreed with Harley, and he staked out a permanent home, finding a partner who suited him to bind him to the West by more tender ties than those of business. He forgot the East, though he continued

corresponding with his friend in Chicago. Thanksgiving day approached, the first one since they had parted, and each wrote the other a cordial invitation to partake of friendly hospitality. The invitations were mutually accepted, in spirit only, for business interests forbade their actual meeting for sentimental purposes.

"It grieves me not to be able to meet you, my dear Ned, but I have something for which you will give thanks as much as I shall. I have a beautiful little daughter—that is she will be beautiful if she takes after her mother, which she surely must—so you see, our compact is liable to be perfected—your boy and my girl—do not forget."

So wrote Harley to Ned, and the latter replied with congratulations and solemnly

The boy and the girl were constantly impressed with the wishes of their parents, and taught that their destiny could only be accomplished through compliance. They heard so much about each other's perfections from their parents that they ended by hating each other, and they rebelled. "I hate that Marina Smith," blurted out young Jones after his father had told him for the thousandth time what a beautiful wife he was to have. "I fairly despise that Harley Jones," petulantly exclaimed the lovely Marina after her father had dilated upon the perfections and manliness of her future husband for the two-thousandth time. But Fate was working overtime, and in their case, as in all other cases, he was attending to business.

So twenty years passed and the friends



REPUBLICA STREET, CAMAGUEY, CUBA.—COURTESY P. O. RICKMAN.

renewed the agreement. "They shall be trained for each other," said he, "and when they grow up they will be made to understand that they are to be the means of uniting our families in the bonds of a closer friendship if that be possible."

But Thanksgiving days came and went and the friends never met, never stretched their legs beneath the same mahogany, never prophesied their future by pulling the turkey's wishbone. They corresponded, however, with regularity, and poured out pages of infantile cuteness, which as the years passed, grew into accounts of youthful precocity. Still further along in the trend of time, maidenly beauty and manly perfection were the subjects which occupied the pages of the fond parents' correspondence.

sorrowed for their much neglected, often interrupted Thanksgiving days, but as the twentieth anniversary approached, both determined to lay aside all other business and meet at all hazards to celebrate the day as of yore. There was another and more pressing reason why the families should be brought together; the boy and the girl had grown up into a young man and a young woman. The junior Harley Jones had attained twenty-two years, and the maiden, Marina Smith, had developed into the womanly graces belonging to the age of nineteen. It was time for them to meet and begin preparations to fulfill the destiny that had long awaited them.

Having once made up his mind, it was easy for Mr. Smith and his family to start

on their eastward trip, and they accordingly took the train they expected would carry them to Chicago. Arriving at Omaha, Smith père was confronted with an annoyance in the form of a clean-limbed, athletic young man who boarded the train, and seemed inclined to take possession of Marina as his own property. What was aggravating was the fact that Marina not only did not object to the attentions of the stranger, but encouraged them.

The cause of this attraction between the fresh young man and Marina was this: About a year previous, the young girl was visiting some friends in the city of Denver, and being unaccustomed to the hurry and bustle of that bounding city, got in the way of one of the Stout street "electrics," which like time and tide wait for

while carrying her to safety, he had squeezed her just a trifle more than was customary without a previous introduction. But as he had saved her life, she could not censure him for that; moreover, it afforded her a pleasant sensation whenever she thought of it. She had not seen him since his brave act, but he was ever in her thoughts, being romantically inclined at her age. She happened to be thinking of him when he entered the car, and the recognition was mutual, and from their earnest talk, she all blushes and he all smiles, it looked squally for the Smith-Jones agreement.

Smith did not interfere, because he did not know what he ought to do, so he waited hoping something would occur to cause a diversion. By waiting long enough



HOTEL CAMAGUEY GARDENS, CAMAGUEY, CUBA.—COURTESY P. O. RICKMAN.

no man, or woman either, for that matter, but tear through the town as if possessed, imperiling the lives and limbs of pedestrians. Marina, confused at the roar and the clamor of the gong, stood paralyzed in the path of the destroyer and would have been rent limb from limb had not a strong, vigorous youth hurled himself directly at her, and gathering her up in his arms, the impetus of his rush carrying both out of danger in the nick of time.

She had often thought of the young man, who was entirely unknown to her, and who disappeared before she could express her gratitude, and his face was impressed upon her mind, perhaps upon her heart, for she sometimes fancied that

something generally does happen, though not always in the way expected, and in the present case there happened an event which brought the destinies of all concerned to a sudden focus.

The Smith family were scattered about the car, all but the young man and Marina. They were close enough together, but the father watched them out of the corners of his eyes, resolved to put a stop to it should they go so far as to hold hands.

Suddenly, without the slightest warning, and when the car was running as smoothly as an infant's cradle, there was a tremendous splitting crash, a rending, grinding roar, and the passengers were thrown helter skelter, and over and over

as the car rolled down a steep bank. There was a moment of deathlike silence, then a shrieking, screaming, groaning, with a diapason of loud curses. Soon this uproar ceased and the victims of a railroad disaster began feeling their limbs to learn whether they were whole.

The girl found herself pinned down under a splintered seat, and face to face beside her, with his arm under a heavy timber, lay the young man. By a sudden inspiration he had flung his arm out over the girl to protect her, and, strangely enough, he had saved her life at the expense of his broken and crushed arm, for the timber would have crushed the girl's head as though it had been an egg shell. Both were badly bruised and felt their last hour had arrived, for a cry of fire was raised, and in their helpless condition

wishes of my parent. It was for that reason that I disappeared, but Fa'e was stronger than I, and now in the presence of death, I declare my love for you, and for you alone."

The girl listened with tears streaming down her cheeks, and confessed her love.

"You have always been in my thoughts since that day you saved my life, your image has always been uppermost in my heart. Strange as it may seem, my father destined me as the bride of a man I do not know and whom I never saw. I do not even know his name except that his name is Jones, while mine is Smith."

"Smith, Jones," repeated the young man. "Pshaw, it is a mere coincidence, the reality of such a thing could not happen in a million years. I repeat that my heart is all yours, and—My God!"



LA CARIDAD CHURCH, CAMAGUEY, CUBA.—COURTESY P. O. RICKMAN.

there was no chance of escape unless chopped out, and they could not tell the extent of the accident. So they lay facing death and in anticipation of it.

"I have always loved you," blurted out the youth, "ever since that day in Denver. It perhaps seemed silly to you when I disappeared without a word, but I was held back by a reason which I feel justified in telling you without committing a breach of confidence. My father has destined me since infancy for a young girl, whom I have never seen, and whom I have never cared to see. Her praises were rung into my ears so continuously that I hated her, and wandered away from home to get rid of my parent's importunities. As I say, I loved you from the first, but believed it my duty to respect the

The girl had fainted from pain and the dread of the fire which she could see creeping upon them. His frantic struggles to reach the girl, all the while shouting for help, the young man also lost consciousness, and when he recovered he was lying on a bed in a farm house, his arm bandaged and suffering from a high fever. In the next room lay the young girl, who was constantly crying out for her preserver. They had been chopped out of the wreck and rescued in the very nick of time, and happened to be the only persons seriously injured.

There was no possibility of moving the two for at least ten days, the physician forbidding it absolutely on account of internal injuries received by them. Of course this was an obstacle in the way of

any Thanksgiving day celebration with the Jones family, for the girl's father refused to leave her side, and her mother remained with her husband like a faithful wife and mother.

Urged by his daughter's pleading the father consented to see the young man. What passed in that interview is not known, but enough cropped out to acquaint the boy with the real state of affairs, although he kept his knowledge to himself for the purpose of creating a sensation.

When able, all the family, including the young man, left for Chicago, and on arriving in that city Mr. Smith gave him the address of the Jones at whose house he contemplated stopping for an indefinite period. The young man went to a hotel, hugging his secret to himself.

Marina in astonishment. Why, that is the man who saved my life twice, the one I love more than all the world!"

Further conversation was cut short by the appearance of "Harry," who took Marina in his arms, to the astonishment of Smith's niece.

"Look here, young man, I admire your gall, but there are others who have something to say about this."

The elder Jones burst out laughing:

"It's all right, Smith; it's only our Harry, and the two are submitting to the destiny you and I prepared for them before they were born."

"By George, this beats me," exclaimed Smith. "What did you mean by telling me your name is Rutherford H. Jones?"

"Oh, the boy thought that name sounded better than plain 'Harley,' so he had it



FRANCISCO SUGAR PLANTATION, CAMAQUEY, CUBA.—COURTESY P. O. RICKMAN.

There was much disappointment in the two families, the girl steadily refusing to marry anybody but her preserver. What to do neither of the fathers knew, the mothers siding with the girl. "I think my Harry is the noblest boy in the world," said his mother, "but you shall not be compelled or even worried into marrying him. These cradle marriage arrangements are stupid and wrong. Now, you just dry your eyes, my sweet Marina, and I know your young man will prove to be just what you fancy. Why, there is Harry, the naughty boy. Do you know, Marina, he refused to come home for Thanksgiving because he did not want to see you?"

"That, Harry, your son?" exclaimed

put on his cards," and Mrs. Jones smiled knowingly.

"Shake hands, Smith," said Jones, "We have something to be thankful for even if Thanksgiving day has passed."

"Indeed we have," agreed Smith, "and in honor of the occasion we must have a special Thanksgiving day. We haven't had one together for twenty years, and it is time to have one."—*Eldon Weekly Forum*.

The Earth's Bounties.

Through the gray dawn in the meadows we heard the reapers singing—

The song of men who conquer and who know their triumph's worth.

Like the bare blades of an army the keen, swift
scythes went swinging,
And golden in their wake lay piled the goodly
spoils of earth.

And I said: "Give thanks, O Heart of mine, as
conquerors may do
With sound of acclamation when the battling is
through,
To Him who gave us strength and skill to force
the stubborn soil,
For glory of the gaining and the triumphing of
toil."

At full noon in the orchard we heard the maidens'
laughter—
Bare-armed among the laden trees they pulled
the branches low;
Home at twilight went the wains, with us to fol-
low after,
Light of step and gay of voice, as merry chil-
dren go.

And I said: "Give thanks, O Heart of mine, with
very mirth for meed

over, and the way he did it would have
frightened an old-timer. I had wanted
to fire a locomotive ever since the first
day I saw one, and now was my oppor-
tunity.

"Well," said the master mechanic,
squinting and readjusting his spectacles,
"if the engine were to stub her toe and
start to bucking the ties, what would you
do?"

"Firemen usually jump," I answered
innocently.

"Yes, usually," he grunted sarcastic-
ally. "That's the trouble with you fel-
lows; the minute the old girl hoists her
head a little and the tank gives a hop-
skip-and-a-jump, the fireboy drops his
scoop and joins the birds—it's a fine way
to get done up. The man who established
the precedent ought to have been knocked
in the head with a coal pick. Stay with



A CUBAN TOBACCO FIELD. SETTING THE PLANTS.—COURTESY P. O. RICKMAN.

To Him who gave us knowledge of the cunning
of the seed,
For beauty of the growing and the joy of blo-
soming
And granting of the harvest from the promise of
the Spring."

The praise of words for things of earth, O tender
Heart of mine,
But never yet gave mouth of man meet thanks for
gifts divine;
Nor mirth nor acclamation but to Him who grant-
ed love
The great, glad tears of gratitude and silences
thereof.

—Theodosia Garrison, in *Harper's Bazar*.

"Dad" Ledsinger's Fireworks.

BY JO CUSTER.

They sent me down to see Bob Richards,
the master mechanic, for him to look me

her, young man, by all means stay with
her!"

They chalked my name under that of
James Ledsinger. The boys called him
"Dad" for short, and I afterwards learned
that he was so christened on account of
his marrying after he had passed the 50
mark, and because he made such a to-do
over the advent of his little boy. The
youngster was soon to celebrate his sixth
anniversary, and "Dad" always pur-
chased the trimmings in Center City, the
end of his division.

I reported for duty several hours before
the yardmaster had made up the train.
The hostler at the roundhouse told me I
was too enthusiastic, and that it wouldn't
be long until the call-boy would have
to pull me out of bed when I was due
out on a run. And when "Dad" Led-
singer saw my bundle of paraphernalia

his fat sides shook with laughter. "Where in the world did you get the white overalls?" he shrieked. "Did you take this for a baggage run? Did you bring a pink tie to go with them?"

"My brother is an expressman, Mr. Led-singer, and he gave me the overalls," I replied, a little indignant. "I thought they would do; everybody has to learn."

"Sonny, all you need on this run is a cake of tar soap and a newspaper; you can wipe your hands on the paper and throw it away."

I soon found that "Dad" was a fine fellow, and I warmed up to him. We got a delay of an hour waiting for the fast mail, and he pulled the coal down for me. Every chance he got he would fire for me and let me "look for cows," as he called it. With his assistance I made the run fairly well. My kid gloves were worn through and my hands were nearly in the same shape.

He split his sides when he beheld those gloves. "Now, I guess you'll go and get yourself a pair of 'buckskins,' he advised, good-humoredly.

So I got the "buckskins," the regulation overalls, the cake of tar soap and the newspaper. When "Dad" returned he was loaded to the gunwales with packages.

"What have you there, fishing poles?" I asked.

"Naw; Roman candles and sky-rockets. Tomorrow is the kid's birthday, an' I'm goin' to let him whoop 'em up."

"What's this?" I questioned, taking up a big round package; "must be a cheese."

"Pinwheels, boy, pinwheels—half a dozen of them," he grunted, as he placed them in his seatbox and chuckled softly to himself. "That youngster will have a big time with these," he added, smiling.

"I would like to see that boy," I said. I knew that the old fellow would appreciate it, and he did; I had struck him in the right spot—the boy was all the world to him.

"Dad" commenced to take an unusual interest in me from that time. He showed me all the different tricks of the trade, and explained all the parts of the locomotive to me. He gave me a long lecture about what it took to make a successful engineer, and the "knack" of firing, the way to save coal and at the same time keep the gauge up to the standard.

At Baker's we took the siding for the "Limited." When we got away we were one hour and forty minutes late. The engine of the "Limited" had broken down beyond the water tank at Shepard's and caused the delay. "Dad" took it good-naturedly. "It's no use to complain," he philosophized. "You never know you

are going to get home until you see the hostler run your engine into the round-house."

It was growing dark when we stopped for water at Shepard's. "Dad" turned on the headlight and got out for orders. He came back presently and gave the fluttering tissue to me:

"Train No. 36, engine 663, and train 37, engine unknown, will meet at Mitchellville. Train 37 will pull by and back in."

"I'll bet a month's pay that McPherson is on 37; he's always running an engine unknown to the dispatcher," said "Dad," grinning. "I'm glad he's got to back in and give us the right of way, if he is on that preferred run. If he gets a layout of twenty minutes he will imagine those bananas and pineapples are going to spoil on his hands. So we will do all we can to keep him from worryin'."

"Dad" hooked her up in the brotherhood notch and let her jog along. When he struck the Big Hatchie bottom, the



GROUP OF ENGINEERS EMPLOYED ON THE CUBA CO.'S RAILROAD, CUBA.—COURTESY F. O. RICKMAN.

big mogul was making the rails hum. Then the headlight went out. He took a wrench and went to remedy the trouble. He worked at it for a few minutes, and then came back, shaking his head.

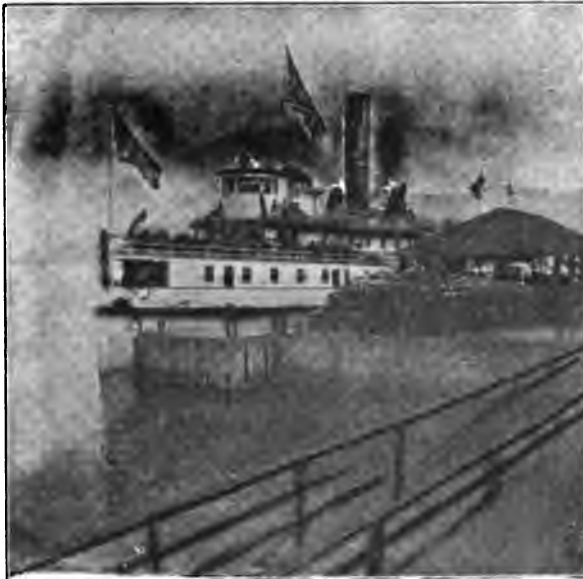
"It's no use," he muttered, "the old dynamo is worn out."

He had just seated himself, when the darting rays of an electric headlight shot through the trees.

"Gee whillikins!" he exclaimed, "there comes that fool McPherson. He has disregarded orders and run by Mitchellville. If we are not quick," he yelled, plugging the old mogul and throwing the air into emergency, "he will be running by us, or over us."

I had dropped the scoop and was standing upon the step, ready "to join the birds," as the "old man" had put it.

"Come back up here, you little idiot," he growled.



THE STEAMER MURRAY BAY AT TADOUSAC WITH EXCURSIONISTS ATTENDING RIVIERE DU LOUP UNION MEETING.—BRO. W. H. NORRIS, DIV. 46, PHOT.

I came back and stood in the gangway. "What are you going to do?" I asked, shivering in every limb and my teeth chattering.

"Do!" he thundered into my ear, and I fell over against the coal gate. "You take this Roman candle and touch it off when you see him whip around the curve. I'm going to lay this big rocket in the front window and aim it at him. I hope it will bust under his nose and make him think all the stars in heaven have fallen about his head."

Right there we celebrated. "Dad" fired the rocket, then grabbed a pinwheel and ran down the boiler side. He hung it on the knob of the headlight and then applied the torch to the fuse. There was a whirling and a spitting of red, green and yellow fire for a few moments, and "Dad" hung up another one.

"Save that one, Dad," yelled Alex Suthers, the conductor, "he's got her stopped."

All of us ran down to the other train. "Dad" was as mad as a yellow-jacket.

"I thought you fellows a lawn party," said McPherson, sheepishly. "Where is your headlight?"

"Headlight!" shrieked Dad, climbing into the cab; "you wait till the 'old man' gets you up 'on the carpet,' you sleepyheads, an' you'll think you've run into two headlights, when he cuts those cat-eyes at you!"

Thanksgiving Blessing.

Set down Lindy! Whar's yo' manners?
Hain't yo got no raisin', chile?
Don't be reachin' 'cross de table!
'Possum sets you chill'n wile,
Don't you know dis heah's
Thanksgivin'?

We's agwilter have a pra'r
'Fo' we teches dat dar possum
Er dem taters—git back dar!
Now, ole 'oman, keep dese chill'n
Wid de haid's all bowed down
low
Whilst I offers up de blessin'
Fer der famly—hands down, so!

"Lawd, we don't know how to measure
What you does up dar'n de sky,
But we knows in all yo' givin'

Dat you never pass us by;
An' we grateful for de good things
You continues to dispense
From de cawn crib an' de smoke-house
Uv yo' lovin' Providence!
Thank de Lawd for all His blessin's,
'Specially dem dat He ordains,
Sich as red-meat watermillions,
Storin' up de nat'ral juice



BROTHER T. P. FLEMMING, DIV. 603, AND BROS. WM. AND EUGENE M'SWEENEY, DIV. 129, AT HAPPY HOLLOW, HOT SPRINGS, ARK.—COURTESY MRS. WM. M'SWEENEY.

Uv de summer time's bes' honey
 For de bones' nigger's use!
 An' we thank you, Lawd, for roasin'
 Years an' de yaller yam,
 Fer de cawn cake in de ashes
 An' de hambone in de ham!
 We remembers you mos' kindly
 Fer de bacon an' de beans,
 And fer good potlicker extry
 Wid de jowl and turnip greens:
 An' dey hain't no mawtal music
 To us niggers heah below
 Lak de gobblin' uv de gobbler
 An' de rooster's lawdly crow!
 But we lif' de chune up higher
 In de deah ole 'possum's praise,
 Kaze we shouts in hallelujahs
 Fer de makin' us dis bees'
 Ez de covnant wid de nigger
 In dis heah Thanksgivin' feas'.

An' de gravy in de skin!
 An' we thanks de Lawd fer givin'
 Niggers edjucated taste
 So's at dey can eat de 'possum
 W'dout a single drape of was'e!
 Angels, look down on dis picture!
 Chill'n waitin' fer a piece,
 Ever' little mouf a-drippin'
 Wid thanksgivin' at de feas'!
 An' de parents bofe a-praisin'
 Him from whom all blessin's flow,
 Him dat keeps the blackes' nigger
 Same as dem dat's white as snow!
 Lawd, we honors de traditions
 Uv de nigger to de end!
 Bless us while we takes de creases
 Out'n our stummacks now. Amen!"

Lawdy mussy! Whar's dem 'possums?
 An' dem taters—dey's gone, too!



R. OF R. T. PICNIC TRAIN, M., K & T., GREENVILLE TO HUGHES SPRINGS, TEX.—Bro. Joe Zingraft, Div. 573, at the throttle, R. Boatright, fireman, and group of the 1,500 picnickers.

"Link, whut mek yo' mouf so greasy?
 M'randy, whut yo' munchin' on?
 Stop, yo' sackerligious varmint!
 Whar's dat bigges' tater gone?
 Drop it back dar, Lizzy; heah me!
 Dis heah ain't no eatin' race!
 Now, ole 'oman, min' de chill'n
 While I finish sayin' grace!
 "Lawd, dey tells me 'dat de 'possum
 Am de oldes' critter yit.
 An' he knows dat you's preserved him
 Fer de nigger's benefit.
 An' we thanks you, Lawd, fer dese two.
 Kaze dey was so fat an' hale
 F'm de whiskers on de nostrils
 To de cold and naked tail,
 To de marrar bone and chittins,

An' de gravy done sopped out'n
 Bofe de platters clean ez new!
 Link! M'randy! Zeke! Ole 'oman!
 Ef de las' one hain't cut out!
 May dyspepsy hant dey stummacks
 An' dey feet swell wid' de gout!
 Me-a-prayin' an' er praisin'
 To de Lawd dat never fail;
 Dey er stealin' at de altar,
 Leavin' nothin' but de tail!
 Yet I ort to've known dat nature's
 Powerful weak aginst de strain
 Twixt a nigger's empty stummack
 An' a guawin' hunger pain!
 An' dis heah sets me to thinkin'
 Dat de congregashun's min'
 Hain't on hearin' whilst you' prayin',

Thout yo' prayin' mighty fine!
 Deze long prayers befo' de public
 Hain't de kin' wid which to win,
 Kaze, though d-y's a private virtue,
 Ginerally dey's a public sin.
 Leeseways dat's how come me losin'
 All dis heah Thankgivin' feas'
 'Cept de tail mixed up wid memories
 Uv de missiu' 'possum grease.
 Knocked clean out'n all de glory
 Uv de luxuries dat done gone,
 Kaze I didn't ax de blessin'
 'Fo' I blowed de dinner ho'n!
 Deyn't gwine to be none heahafter
 (Forgive me, Lawd, if dis is wrong)
 Er 'f I'se bound to ax it,
 'Tain't gwine be so fetched long!

—L. H. Penner, in the Nashville Banner.

Bob was the twelve-year-old porter, whose duty it was to run errands, fill ink-wells, and save the busy clerks in a large terminal freight office as many steps as possible by making himself generally useful, and, in spite of his delinquencies, was a favorite with the boys. But his mind was not on his work, for his whole heart and soul was with the engines in the yard, and the moment he was unobserved he would slip away, either to stand around and watch the hostlers "rubbing down" the steaming panting locomotives that had just delivered their burdens and were being made ready for their well-earned rest in the roundhouse, or he would climb



B. & O. ENGINE 1615, WITH BROTHERHOOD CREW.—Left to right: C. A. Beel, fireman, 432, B. of L. F., G. W. Seaman, engineer, 97, B. of L. E., A. J. Roberts, brakeman, 413, B. of R. T., J. H. Murphy, conductor, 453, B. of R. T., J. E. Moore, brakeman, 453, B. of R. T.

The Fast Freight.

BY RENE BOUCHELLE

(From the Nashville Children's Visitor—A Story Without Truth or Moral.)

"BOB, bring me the ink." Without looking up from his work, the clerk kept rapidly on with his waybills, that must be ready for the fast through train. No one appeared in answer to this command, and once more he called: "Bob, you little black scamp, bring me that ink, quick!"

But safely enconced in the driver's seat of one of the big switch engines in the yard, Bob, the small porter, neither saw nor heard; and after waiting several minutes, the tired clerk rose hastily and took the ink-well to the storeroom to fill it himself.

on the driver's seat of some waiting switch engine and ask innumerable questions about every bolt and screw, lever and valve in sight, and the proudest moments of his life were when some soft-hearted engineer allowed him to grasp the lever in his little black paw and guide the engine across the yard.

Two years passed, and Bob still managed to hold his job, attending to his duties when forced to by dire threats of what would happen if he neglected them another minute, but as usual slipping away to the yards at every opportunity and becoming more and more familiar with his beloved engines. The men treated his thirst for knowledge as a joke, and good-humoredly allowed him to stay around and on the engines a good deal more than the rules governing such matters permitted.

But a change had come over the force, and instead of the good-natured chaffing and bantering with which the engineers and conductors greeted each other as they passed to and fro from their work, there was now only a quiet word, and the look on all faces betokened something unusual in the atmosphere.

This had its effect on Bob; for instead of being allowed to clamber around and fool with the engines as heretofore, he was peremptorily ordered to keep his hands off and stay where he belonged. Puzzled and grieved, he hung around, an observant listener, hoping to catch some explanation of the strange state of affairs,

fair warning, and they have refused to even hear our demands, much less accede to them. You, Jim Delong and John Belden, pass the word among the others that when the six o'clock whistle blows every man quits work, not to return until some agreement is reached between the officers of the road and our union."

"But," spoke a small, quiet-looking man who had been an attentive listener, "can't this be postponed until to-morrow? There are twenty-five cars of perishable fruit and live stock on the yard to-night, and its not going out means a dead loss to somebody besides the railroad, to say nothing of the suffering of the stock."



ONE OF THE P. R. R. HEAVY LOCOMOTIVES USED IN CLEVELAND, O.—W. R. Daily, engineer, Div. 167, Thomas Hanlon, fireman, and train crew.—Phot'r. D. W. Daily, son of W. R.

and his persistence finally had its reward.

A group of engineers and firemen were holding a conference in an out-of-the-way corner of the yard, and did not notice the small black figure crouched near them.

"Are all of the men with us?" asked one who seemed to be in the lead.

"Yes," was the reply. "The minute you say the word every man on the place, except the office force, will walk out, and without the train crews they are helpless to move a pound of freight."

"Listen!" The leader's voice was low and tense, "We have given the officials

"Not another hour," replied the leader. "It is not our fault, and the road has had fair warning."

With this the conference broke up and the men returned to their posts of duty, grave with the import of the crisis that lay before them; for this was the beginning of the strike of 1890 on the S— Road, when the wheels of traffic were completely blocked for six weeks, with the exception of one fast freight that went out that night after the six o'clock whistle sounded the strike on. The fast through freight, loaded with fruit and live stock

for the Northern markets, was due to leave the terminal at 6:15, and when the six o'clock whistle sounded it was standing on a siding made up and all ready for its onward journey. But no conductor or engineer came to the yard office to sign the time register or to receive the package of way-bills covering the contents of the train, and, getting impatient, the yardmaster started out to investigate, as it now lacked only five minutes until leaving time, and this train of all others must go out to the minute in order to make its Northern connections. The men, however, had disappeared almost as if by magic, and a Sunday quiet pervaded the yard, instead of the usual hurry and bustle that reigned at this time of the day. The fires in the engines had been banked and the firemen and engineers had evidently gone to stay.

The yardmaster knew at once the cause of the trouble, and knew too the uselessness of trying to get others to take out the train; but he also realized that something must be done and done at once, or he would in a measure be held accountable by the officials for the heavy loss that must ensue if the fast freight did not get out in time to make its connection.

A small black figure crept near and regarded anxiously the look of trouble and perplexity on the yardmaster's face. "Marse Sam, what you gwine ter do? De men dun struck, ca'se I heayrd dem giv' de word erwhile ergo." There was no reply, and the small voice began again. "Marse Sam, I tell you whut. Dis here train sho' is got to go out; en' ef you will just fire for me I kin run her, ca'se dese got old 76 hitched onto her, en' I know every bolt en' screw en wheel erbout her. I sho' kin run her, ef you'll jes' go wid me en' fire fur me."

The idea seemed so ridiculous and preposterous that even in his perplexity the yardmaster found time to smile, and advised Bob to seek some warmer climate, as he didn't have time to fool with him. But the black shadow dogged his footsteps and followed him upstairs and down, from telephone to telegraph instrument, while messages flew in every direction in his efforts to meet the crisis.

Seven o'clock and no engineer in sight, and the train must leave in thirty minutes or lose connection. What should he do?

Again a persistent voice pleaded: "Marse Sam, please let's try. I know I kin do hit ef you'll jes' fire fer me."

By this time the yardmaster was ready to take desperate chances, and after looking earnestly for a moment in the little, eager, intelligent, black face, he started for the train, saying: "Well, Bob, come on. It won't be any worse to wreck the

train than to let her stand here."

Some of the clerks offered to go with Bob and take the risk; but the yardmaster refused, and, after giving orders to the train dispatcher to give them as clear a track as possible he followed his small, black satellite downstairs, feeling, it must be confessed, a little foolish about the risk he was running in taking the train out with such an engineer, as he himself knew nothing about the handling of an engine.

Not so with Bob. He recognized that the opportunity of his life had come, and, with "Marse Sam" to back him, felt that he could carry the train not only to the Northern terminal, but to the ends of the earth, if necessary. His small black figure was trembling with eagerness and excitement as, after fires had been rekindled and the steam began to rise, he opened the throttle and, grasping the lever, started on the run of his life. The engine yielded to his guidance, at first with jerks and jolts; but gradually settled down to her work with the long, easy strides of a race horse as the hand on the lever grew steadier and its owner's nerve came back to him. A grim fireman, whose stern face was already streaked with soot and dust, kept ceaseless watch on the engineer and the steam gauge, not, however, remitting any of his own self-appointed duties, but shoveling the coal in like one accustomed to the work as they moved faster and ever faster through the darkness.

An hour or two of steady running was broken by the engineer saying: "Marse Sam, dat's de siding where we's got ter wait fur de passenger. You get out en' throw de switch, en' wave your han' when de tail end ob de train is clean in on de side track." Such was the engineer's first order, which was explicitly obeyed by his one-man crew. The lumbering train was guided to its place of safety, while the down passenger glided swiftly by, little dreaming that the force on the siding, manning their crack through freight, consisted of only two men, and one of them a fourteen-year-old negro boy.

Once more on a clear track they speeded toward their destination, both fireman and engineer too intent on their task to speak unless necessary. With marvelous precision Bob, who had been over the route once or twice before, remembered the exact location of the sidings, and never failed to have his train in a place of safety in time for the passage of other trains. But as the hours stretched out the little arms grew tired of the intense strain, and in the dim light of the cab the yardmaster could see that the engineer's black face was growing gray with fatigue and the red lips, so often parted in a

happy grin, were compressed into a mere thread across his face. But the hand on the lever was still steady and the light in his eyes unquenched, when just as dawn was glowing in the east, they pulled into the yard at Chattanooga.

With a last spurt of strength, Bob brought the engine alongside of the freight house, and, dropping from his perch into the outstretched arms of his fireman, managed to say before overcome by faintness and fatigue: "We done hit, didn't we, Marse Sam?"

[*The Children's Visitor* containing this nauseating mess was sent in by one of our members who has two children attending Sunday school, where it is supposed they

trend of the matters which are or at least ought to be intended, to teach truth, or, if fiction, involve a high moral lesson. If it has a good moral it cannot have a lie for the basis of the story. The statement of the yardmaster subjecting himself to the mental faculties of a twelve-year-old negro boy ought to have been enough to condemn the story, besides there was no occurrence upon which such statements could be based.—EDITOR.]

Where Would the Ball Stop?

"Now, what I want to know is this," he said. "If a train of flat cars is running sixty miles per hour and on the last



ERIE ENGINE 3992.—Bro. Wm. Coonan, member of Div. 235, B. of L. E., and family, and Stanley Maston, Master of Lodge No. 349, B. of L. F.

are to learn truths and such morals as Christ taught, and our Brother is naturally disgusted that such lies, without the slightest foundation for the story, and absolutely void of a moral lesson, should be fed to the minds of his children. We are charitable enough to believe that the church officials had not analyzed what this edition of *The Children's Visitor* of September 8 contained, for we do not believe they would willingly feed the minds of their Sunday school scholars with Dick Turpin stories. But we cannot be so charitable to the editor of that paper. The paper is not so large that at least enough attention could not be given to know the

car is a cannon. Suppose the cannon was to be fired and the projectile travels exactly sixty miles per hour. If the cannon be pointed at the engine, what I want to know is whether the ball would hit the engine, whether it would drop just in front of the cannon, or whether it would drop back of the train?" Having propounded this conundrum, the man hooked his thumbs into the arm-holes of his vest and looked wise.

It happened at Porter's hotel and there had been various riddles asked, including that antique one concerning the tree and the squirrel and whether a man who went around the tree also went around

the squirrel. This had sharpened the guessing proclivities of the crowd, and the new riddle was hailed with much acclaim.

"It would hit the engine," said one.

"It would drop on the cannon," said another.

"It wouldn't do either," said a third.

"It would fail to come out of the cannon."

"How the dickens do you make that?" asked the first and second.

"Well, the explanation is simple. The train would be traveling the same speed at which the cannon ball would go and this would prevent the cannon ball from leaving the cannon."

"It would hit the engine," said the first, "because the cannon would be a stationary object while the ball would be traveling."

"That's just what I maintain," said the second, "that it would drop in front of the cannon. The shot would be fired all right and the projectile would leave the cannon, but by the time it had made its way to the engine the last car would be there, since both are traveling sixty miles per hour, and so the ball would drop just in front of the cannon after having traveled all the way to the engine just in time to be received on the last flat car."

Before the discussion closed there were some hard names called and one or two remarks concerning dunderheads in general and these particular puddin' heads. Each maintained that he was right and the balance couldn't tell the difference between prairie straw and breakfast food. Figure it out yourself—where would the cannon ball strike?—*The Mexican Herald*.

Thanksgiving Optimist.

BY WILLIS D. HAWKINS.

Ab Aiken was the patientest, most uncomplainin' man

That ever lived, I cal'late, sence the human race began.

He had a way of reasonin' that made the toughest luck

As pleasin' to his notion as a puddle to a duck.

No matter what might happen, he c'd make it out to be

About the richest blessin' anybody ever see.

So ev'ry time the sun came up it seemed to him to say:

"Good mornin'. Ab! I've brung another glad Thanksgivin' day."

While other folks were swearin' at the mud the rain had made

Ab Aiken called attention to the dust that it had laid.

An' when the dust was blowin' till it riled their very blood

He told 'em he was thankful that the sun had dried the mud.

Whichever way the weather turned 'twas jest what he was wishin'—

The flood filled up the cistern, an' the drought improved the fishin'.

So, wet or dry, Ab al'ays went his calm, contented way,

An' seven times a week he had a real Thanksgivin' day.

I mind the time he broke his thumb above the middle j'int—

He 'lowed it was a blessin' that it broke at jest that p'int.

An' when it healed as crooked as ole Brindle's crumpled horn

He said that how it made a handy hook fer shuckin' corn.

You might as well have tried to stop the earth from rollin' round

As try to down his spirits, fer he wouldn't have 'em downed.

No matter what misfortune came, he al'ays made it pay

An' turned the sad occasion into glad Thanksgivin' day.

At last a sickness kep' him in his bed fer 'most a year,

But not a mutter of complaint did anybody hear.

Indeed, from what he said you'd think he actually chose

To spend his time in bed an' save the wear an' tear o' clo'es.

Then when the doctor fin'ly said the end was drawin' nigh

There came a beam of happiness in Abner's dimmin' eye

Which seemed to them who saw it as if he would like to say

That dyn' was the climax of a glad Thanksgivin' day.

I dreamed a dream the other night in which I seemed to see

The soul of Abner Aiken lookin' calmly up at me, An' I heard the voice of Satan in a long continued wail

As he beat his breast in anger an' in fury switched his tail.

Then I woke an' lay a-wonderin' if it possibly was so—

That Ab had taken his abode in regions down below,

An' robbed the devil of his power by findin' out a way

To turn the night of sheol into glad Thanksgivin' day.

Christianity and Unionism.

BY CHARLES STELZLE.

Here comes the editor of a Western Socialist paper, who accuses me of trying to "swing the workingmen into the church," and immediately declares that I am insincere in my motives.

I do not expect to make every reader believe that I am perfectly sincere. I do not propose to try it; but there is nothing like plainly telling another man just what you believe and why you believe it.

Recently I declared with emphasis that I stand for organized labor, and I gave my

reasons for this position. I'd like to know why it is inconsistent for a man to believe in both the trades union and the church; and if I believe in the church, why should I hesitate to tell men so and try to persuade them that it is a good thing, just as I would tell them that trades unionism is a good thing?

I do not think for a moment that any sane workingman would believe me if I pretended that I do not care whether he is indifferent to the church, and that for which it stands.

And so I would say without fear of losing caste with my fellows, that just as I stand for organized labor, so I stand for

against a fellow-worker on account of creed, color or nationality. To defend freedom of thought, whether expressed by tongue or pen. To educate ourselves and our fellow workers in the history of the labor movement. We promise that we will never wrong a brother, or see him wronged, if in our power to prevent it. We will endeavor to subordinate every selfish impulse to the task of elevating the material, intellectual and moral conditions of the entire laboring class."

Every Christian man and woman could subscribe to these principles. There is nothing in them that is contrary to the



WARASH ENGINE 347, ON EAST MAIL, MOBERLY TO KANSAS CITY.—Bro. T. A. Butterly, member of Div. 86.—Photo. by Bro. J. H. Blackwell, Div. 86.

the organized church. And just as I would persuade a man to identify himself with one, so I would seek to have him identify himself with the other, because, however they may differ in some of their methods, they have very much in common.

The pledge of the man who unites with the American Federation of Labor commits him to "the emancipation of our classes from poverty, ignorance and selfishness; to be respectful in word and action to every woman; to be considerate to the widow and orphan, the weak and the defenseless, and never to discriminate

pledge of the man who joins the church. Need I be ashamed, therefore, of asking a man to identify himself with an organization which stands committed to these high purposes?

When the church was started, two thousand years ago, it was organized by a company of workingmen. Its leader was a carpenter. When it spread to other cities it was received most cordially by the workingmen who formed the great labor guilds of the day—labor unions we would call them now. And it is not impossible that Jesus Himself was a member of a carpenters' guild in Nazareth.

I can see no reason why workingmen should not rally around the church of Christ, accepting Him as their leader and their champion. I believe the day is approaching when this will come to pass; when with the power that can come alone from Him, the pledge of the unionist and the vow of the Christian looking toward the complete emancipation of the whole body of workingmen, physical, mental and moral, will be lived out for the sake of our brother men.—*San Antonio Weekly Dispatch*.

Italian Railwaymen.

Interesting History.

[The organized efforts of the Railwaymen in Italy in the past and in the present, and their battles for improving the economic position of all the employees.]

Mr. Branconi, Milan, secretary of the railwaymen's union, has sent a report of the recent trouble to the secretary of the International Transport Workers' Federation, which we publish for our readers, from the *London Railway Review*, May 12:

"Dear Comrade Joehade,—It is impossible for me to write you a complete report just now on account of the present movement of the Italian railwaymen, and I can only in short communicate to you the most important items to inform the comrades of all countries about the movement.

"The Italian railways, which at present have reached about 15,000 km bought, are the property of the Government. In the year 1885 they were let to banking companies, which are called 'Rete Mediterranea,' 'Rete Adriatica,' and 'Rete Sicula.' As soon as the companies were in receipt of the railways they began to take advantage of the staff in a very unheard of way. Certain rights of the staff which were transferred from the Government to the companies, as: Periodical increase of wages, kilometer money, dearth increase, dress money, indemnification for illness in fever districts (malaria), etc.; all this does not exist for the companies, although they granted the staff all these claims by dispositions and publications. The whole railway personnel was given into the hands of a sort of profit-hungry capitalists, as they cannot be thought worse.

"At last the staff stood up against this real capitalistic trick, causing some delegates to put a question about this predatory excursion of capitalists. But the Government, as the superintendent authority, did not think itself obliged to interfere, but, on the contrary, tried to ignore the complaints. Through this behaviour of the Government the railwaymen got their eyes opened. They conceived

that they could not rely upon the Government if they wished to reach something, but they ought to try themselves to obtain the necessary respect by the companies. On the 4th of June, 1890, therefore, the 'Fascio Ferroviaria' was founded in Genoa, in which 50,000 members were united in a very short time.

"The purpose of this union was to force the companies to fulfil the rights of their appointees. Unfortunately, they employed citizens and advocates as leaders of the union, which, instead of showing the organisation the right way, made it to a sport for selfish political speculations.

"In the year 1902 some conscientious railway labourers tried to give the organisation another direction, but they were locked out by the leaders of the organisation, which were not railwaymen. The labourers were presented as rioters of the people and hodmen of the companies.

"With this violent measure the locked-out labourers were not silenced, but they founded the union of the railway workers (Unione dei Ferrovieri), in which in less than two years all the better members of the Fascio joined. By this the Fascio lost its importance, and soon disappeared altogether. The Unione dei Ferrovieri and the smaller associations and the rest of the Fascio joined together in the Association of the Italian Railway Workers (Liga Ferrovieri Italiani), which was broken up for the first time in November, 1894, because it belonged to the Socialistic party. But the organisation was restored, and in the year 1898 it was broken up again for the second time in the great fight against the workers' organisations which stand on the ground of the class war.

"In spite of its short existence, the union (Liga) had been able to draw the attention of the public to the impossible conditions, so that the Government was obliged to appoint an examination committee. The collections of this committee, which are put together in four volumes, were quite unfavourable for the companies.

"In September, 1898, the organisation began to move again, through the paper *Il Treno*, but every other form of organisation was suppressed by the Government. There exist now two firm organisations, these are 'Il Riscatto' and the 'Federazione dei Sindacati Ferrovieri.' The first growth in the principle: One for all and all for one, while in the Federazione every grade has to care for itself, but both have the same objects.

"As soon as in the two organisations the fourth part of the railwaymen (80,000) were united, in 1902, they handed to the Government a memorial in which they made them understand that if their demands were not fulfilled it would surely come to a strike.

"At that time there were men in the Italian Parliament with Liberal varnish, which protected the movement of the railwaymen, assisted by the Socialist delegates and the Republicans.

"The present Minister-President Giolitti was at that time Minister in the Interior. He was sorely put to it; because he was urged by some Socialist delegates of great influence to accede to the demands of the railwaymen. The railway bankers, too, brought heavy pressure to bear because they tried to exculpate the loss, which they had by the improvement of the railway workers, upon the Government. Then the Ministry determined to receive

1905, at which time the term of the recent contract is at an end and the Government receives the railways back again. Till that time the wishes of the railwaymen for improvement are to be talked over and definitely regulated.

"After the promises which they got in the year 1902, the organisations put their claims together in another memorial and presented this to the Government through their committee on the 2nd of December, 1902. The Government promised, through the Minister-President and the Minister of the Official Affairs, to examine the memorial and do their best to satisfy the railway men.



NEW YORK, ONTARIO & WESTERN JOINT COMMITTEE OF ADJUSTMENT.

S. Wood, Div. 468, A. Carruth, Div. 292, J. J. Carden, Lodge 62, H. Hansen, Lodge 216, W. Grady, Div. 152.
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 Chairman B. of I. E. Chairman B. of I. E.

the delegates of the railwaymen, to talk over the demands of the people. The negotiations, which extended over ten days, took place in the Parliament of the official affairs, in the presence of the Under-Secretary of the Government, who was representing the Minister. But the obtained concessions were not satisfactory. These concessions are worth money, about 24,000,000 lire, which sum counts from the 1st of January, 1902, till the 30th of June,

"From the 2nd of December till now the reactionary press is kept back by the railway bankers. The last elections have strengthened the reaction, as a great majority of reactionaries has come into the Parliament. Just now a stormy battle has taken place, because they want to force the Government not to deal with the representatives of the railwaymen, and they are making great efforts to prove that the railwaymen have great privi-

leges, although these gentlemen know very well that many thousands of the railway workers get real hunger wages, as 1.50, 1.60 lire, or even less per day.

"The Socialist delegates, nearly all of whom are reformers, have retreated, perhaps, in consequence of our resolution on the congress. On our last congress, which took place in Rome in November, it was resolved to carry on the negotiations with the Government alone without the assistance of a political party. But we do not believe that the Socialist delegates are offended by this resolution, because some of them belong to our central committee, as the secretary of the corporations in Italy, Cabrini, who is also a member of the directory of the Socialist party, and Corradi, a member of the workmen departments in Milan, who took an active part in the general strike in September, 1904.

"About 50 under-committees, which are dispersed all over Italy, superintend the local groups and establish connections between these and the central committee. Everything is so arranged that at the given moment, if necessary, the strike can break out over all the railways at the same time. The reports of the different under-committees are good. We shall not be immodest in our claims, because we know very well in what miserable condition the Italian proletariat is, upon which we do not want to burden the cost of our improvements by increase of taxes. Therefore, we shall fight a great battle for getting the railways nationalised, that the profit, which now flows into the pockets of the railway bankers, is received by the country.

"If the blindness of the Government and the citizens is pressing us too much, we are going to obstruct as a right and strong weapon of the strike. The railway workers, who are forced to work, because they stand under the military laws, must keep the regulations very conscientiously and through this the service is held up through absurdity of the rules and through influence of the superior, because the service could not go on without such incidents, as all the means, i. e., tracks, stations, material and personnel, are very insufficient.

"On the 7th of February, a meeting took place to settle the last agreements for the case, that the Government is going to remain in its silence. It seems this meeting did not take place without impression, because on the 10th of February notice was given to us that the Minister of the official work was charged to receive the representatives of the railwaymen to talk with them over the demands of the people.

"But we will not believe the resolu-

tions of the Government, and, therefore, we must be more attentive than ever.

"We shall go united into the battle, if they are going to put us off with promises because we have endured the injustice of the profit-hungry clique of capitalists long enough. Only a strong organisation has the necessary support, and that we have.

"Hurrah for the movement of the railwaymen, which stands on the ground of the class-conscious workers' movement.

"With greetings.

"EMANUEL BRANCONI"

Good Old Times.

As late as in the seventeenth century and in such civilized and advanced countries as Scotland, Spain, Germany and France, the barbarous instrument known as the "boot" was commonly used to extract information from reluctant witnesses, or to extort confessions from accused persons. Sometimes the boot was made of iron and heated to an unbearable degree on the foot of the helpless victim. In his novel, "Old Mortality," Sir Walter Scott alludes to it as made of this metal. But in those rough times four stout planks hastily nailed together often sufficed for the purpose. Between the side of the case and the leg of the person it was desired to torture wedges were inserted and hammered in. The result was excruciating agony.

A curious custom once in vogue at the court of the kings of England was ended by the quick temper of King George II. It was anciently the custom of an officer of the court to attend the royal banquet on the evening of Ash Wednesday and to crow like a rooster. The exhibition was meant to remind the revelers of the bird whose crowing called back Peter. But George, newly come from Germany, when he first witnessed the performance knew nothing of what it was intended to signify. The officer stood up, craned his neck, and crowed ten times with all his might. The Prince, thinking that some insult was meant, leaped angrily from his chair and would not be appeased. The performance was never repeated.

According to one of the old English chronicles, royalty in 1284 had nothing for a bed but a sack of straw. Even in the day of Queen Elizabeth at least half of the population of London slept on boards. Blocks of wood served as pillows. The sleeping chamber of the queen was daily strewn with fresh rushes. Carpets were unknown. Henry VI. immediately on arising tossed off a cup of wine. Tea, coffee and chocolate were, of course, unheard of at that time. Sugar was to be had only in drug stores and then by the ounce.—*Chicago News.*

Legal News

Co-Employees or Fellow-Servants.

(Continued from October.)

MASSACHUSETTS.

In this group of States which have passed special legislation affecting the liability of railroad companies, Massachusetts comes next, and in an amendment to section 212 of chapter 112 of the Public Statutes of 1882, the amending act being approved June 16, 1883, its legislature enacted the following:

And if an employee of such [railroad] corporation being in the exercise of due care is killed under such circumstances as would have entitled the deceased to maintain an action for damages against such corporation, if death had not resulted, the corporation shall be liable in the same manner and to the same extent as it would have been if the deceased had not been an employee.

It is clear that this law did not so change the rule of the common law as to make the railroad company liable for the death of an employee caused by the negligence of a fellow-servant, and, in fact, the supreme court of the State has expressly so decided. It does nothing more than to give the right to the heirs or legal representatives of a deceased employee to maintain an action for damages for his death, a right which did not exist at common law, in such cases as would have entitled him to have recovered damages for his injuries had he lived.

MINNESOTA.

Minnesota was next in order to pass a law of this character in an act approved February 24, 1887, and now contained in section 2701 of the General Statutes of Minnesota of 1894. Said section is as follows:

SECTION 2701. Every railroad corporation owning or operating a railroad in this State shall be liable for all damages sustained by any agent or servant thereof by reason of the negligence of any other agent or servant thereof, without contributory negligence on his part, when sustained within this State, and no contract, rule, or regulation between such corporation and any agent or servant shall impair or diminish such liability: *Provided*, That nothing in this act shall be so construed as to render any railroad company liable for damages sustained by any employee, agent, or servant while engaged in the construction of a new road, or any part thereof, not open to public travel or use.

In language this somewhat resembles the Iowa law above, although not containing the Iowa provision limiting the application of the law to those cases where the injuries were "connected with the use and operation" of the road. The supreme court of the State has, however, decided that the application of the statute is so limited, and that unless the employee was engaged in the operation of the road when injured he cannot recover damages under this section. It has also held distinctly and on numerous occasions that damages

can be recovered under this section when the negligence, which was the proximate cause of the injury, was that of a fellow-servant. Two other points have been settled by the same court to the effect that the act does not apply to street railways, and that it does include within its provisions a receiver operating a railroad under the appointment and direction of a court of equity as well as "railroad corporations."

In this connection Minnesota has enacted a statute which stands by itself as the only law of its kind in this country. It is chapter 324, acts of 1895, was approved April 24, 1895, and reads as follows:

SECTION 1. In any action where a verdict is hereafter rendered awarding damages on account of the negligence of a co-employee or co-employees, fellow-servant, or fellow-servants of the injured party, the court, upon request of either party, made before the case is submitted to the jury, shall direct the jury to name and it shall be their duty to name in their verdict such co-employee or co-employees, fellow-servant or fellow-servants, if the evidence shall disclose their name or names; and if the evidence does not disclose the name or names, then such co-employee or co-employees, fellow-servant or fellow-servants shall be designated by words of description, having reference to class of service, nature of employment or otherwise, so as to identify them as far as possible under the evidence.

Provided further, That this act shall not apply to cases where the name or description of such person or persons is not disclosed by the evidence.

This act can only apply in the case of suits against railroad companies, as only against such companies can verdicts be legally rendered which award damages on account of the negligence of fellow-servants. Its object appears to be to fix the responsibility for the negligence which caused the injury upon some particular employee or employees for the benefit of the railroad company.

FLORIDA.

Next to follow Minnesota in the order of legislating upon this subject was the State of Florida which, in an act approved June 7, 1887, provided that if an employee of a railroad company was injured without fault or negligence on his part, and the damage was caused by another employee, his employment by the railroad company should be no bar to his recovery of damages. By an amendment approved May 4, 1891, the wording of the act was changed so as to limit the injuries for which damages can be recovered in such cases to those caused "by the running of the locomotives, or cars, or other machinery" of the railroad company. The following, to be found on page 1008 of the Revised Statutes of 1892, is the law in its present form:

SECTION 3. If any person is injured by a railroad company by the running of the locomotives, or cars, or other machinery of such company, he being at the time of such injury an employee of the company, and the damage was caused by negligence of another employee, and without fault or negligence on the part of the person injured, his employment by the company shall be no bar to a

recovery. No contract which restricts such liability shall be legal or binding.

The supreme court of Florida has decided that under the provisions of this statute an employee of a railroad company cannot recover damages from such company for injuries sustained by him on account of the negligence of another employee, unless wholly without fault himself, even though in performing the act that resulted in the injury he was acting under the orders of a superior.

Ohio's law, the next in order of passage, is contained in section 3 of an act passed April 2, 1890, to be found on page 149, acts of Ohio of 1890. It is in language as follows:

SECTION 3. In all actions against the railroad company for personal injury to, or death resulting from personal injury, of any person, while in the employ of such company, arising from the negligence of such company or any of its officers or employees, it shall be held in addition to the liability now existing by law, that every person in the employ of such company, actually having power or authority to direct or control any other employee of such company, is not the fellow-servant, but superior of such other employee, also that every person in the employ of such company having charge or control of employees in any separate branch or department, shall be held to be the superior and not fellow-servant of employees in any other branch or department who have no power to direct or control in the branch or department in which they are employed.

MISSISSIPPI.

The next State to pass a law of this character, affecting railroad companies only, was Mississippi, and in section 193 of its present constitution, adopted November 1, 1890, it greatly relaxed the severity of the common-law rule, and declared that the legislature might extend the benefits provided therein to any other class of employees. Said section is in the following language:

SECTION 193. Every employee of any railroad corporation shall have the same right and remedies for any injuries suffered by him from the act or omission of said corporation or its employees, as are allowed by law to other persons not employees, where the injury results from the negligence of a superior agent or officer, or of a person having the right to control or direct the services of the party injured, and also when the injury results from the negligence of a fellow-servant engaged in another department of labor from that of the party injured, or of a fellow-servant on another train of cars, or one engaged about a different piece of work. Knowledge by any employee injured, of the defective or unsafe character or condition of any machinery, ways, or appliances, shall be no defense to an action for injury caused thereby, except as to conductors or engineers in charge of dangerous or unsafe cars, or engines voluntarily operated by them. Where death ensues from any injury to employees, the legal or personal representatives of the person injured shall have the same right and remedies as are allowed by law to such representatives of other persons. Any contract or agreement, express or implied, made by any employee to waive the benefit of this section shall be

null and void; and this section shall not be construed to deprive any employee of a corporation or his legal or personal representative, of any right or remedy that he now has by the law of the land. The legislature may extend the remedies herein provided for to any other class of employees.

The supreme court of Mississippi, in a case decided in 1892, held that this section abolished the defense of contributory negligence in actions against railroad companies by employees for damages for injuries, unless the negligence was willful or reckless. In a later case, decided in 1895, it held that the statute did not go so far as to abolish this defense, but merely abrogated the common-law rule to the effect that knowledge by the employee of the defective or unsafe character of the machinery or appliances should preclude his recovery of damages for an injury. It has also been decided by the court that an engineer or conductor of a train while engaged in the routine duties of operating the train cannot be considered to be "the superior agent or officer" or "the person having the right to control or direct the services" within the meaning of the section.

In the Code of Mississippi, edition of 1892, which was adopted as official by the legislature of that year first appears, in section 3559, what was practically a duplicate of section 193 of the constitution. By a subsequent amendment, passed by the legislature in 1895, the form of this section was changed, and it was made to apply against all classes of corporations, not being confined to railroads alone. This law will be discussed further along.

NEGLIGENCE—EVIDENCE—MORTALITY TABLES—DISSENTING OPINION.

Opinion filed December 1, 1903.

Plaintiff, W. T. Hamilton, an engineer in charge of defendant's train, was injured by the derailment of his train, and the theory of the plaintiff was that the rails spread, either because the ties were rotten and would not hold spikes, or the section men had failed to spike the rail properly.

HELD: 1. That there was evidence from which the jury might find that the ties were rotten and would not hold spikes. (Grant, J., dissenting.)

Refusal of court to admit testimony showing that plaintiff's expectancy of life was greater than that shown in the mortality tables on account of the advanced age of his father and grandfather, held proper.

Refusal of court to admit in evidence a plaster cast showing a dent in the rails held not reversible error.

Grant J., dissenting, holding the facts in the case to be ruled by *Whipple vs. M. C. R. R. Co.*, 9 D. L. N. 110, a case growing out of the same accident in which the plaintiff in the present case was injured.

Error to the circuit court for Monroe county; Harry A. Lockwood, judge.

Action by Wm. T. Hamilton against Michigan Central R. R. Co.

Plaintiff had verdict. Both parties bring error.—Affirmed.

W. Baldwin and Weier & Waite, for plaintiff and appellee.

C. A. Golden, for defendant and appellant. (O. A. Butterfield and Henry Russel, of counsel.)
—*Detroit Legal News.*

Correspondence.

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision and rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

To Norah O'Neil.

My Norah dear,
With joy sincere,
I welcome your returning,
To wield again
Your pleasing pen,
For all to read, mavourneen.

In dear old days,
I lilted lays
Conjointly with you, Norah ;
And others, too,
Helped me and you
To chorus them, achora.

In prose and verse
And language terse
You gave us moral reading ;
We always sought
What Norah brought,
It was good mental feeding.

Some pens have ceased
In hands deceased
Since last you came to greet us,
We'll never more
Peruse, asthore,
The gifts to which they'd treat us.

The time will come
When we'll be dumb ;
I'm now a grandsire hoary,
And, Sw etness, you
Have grandkids, too,
Redounding to your glory.

But while we live,
We'll aim to give
Our very best endeavor,
To please the crowd,
Of whom we're proud,
Who'll be our friends forever.

So sing or croon
Or prose, aroon,
Just as your fancy pleases ;
And I'll assist,
I can't resist
When inspiration teases.

SHANDY MAGUIRE.

Letter from a Retired Engineer to a Friend.

PLEASANT VALLEY, N. Y., Sept. 4, 1905.

DEAR DAN: The dear old JOURNAL arrived this morning, and it being a hazy, lazy, rainy day, with nothing to disturb me, not even an occasional peddler (for no one but railroad men and teamsters work outside when it rains), I enjoyed reading it very much. To its many other claims for distinction must now be added the dignity of age, for the JOURNAL, like ourselves, Dan, is now "an old-timer," and we who have watched its growth from a mere pamphlet to its present dignified proportions, take a pride in it: just the same pride we feel in the success of any friend of our youth. The development of the JOURNAL is, of course, not a matter of accident, but however strenuous the efforts of Brother C. H. Salmons, he has reason to be proud of the results, for there is no effort, however great, that cannot be fully compensated for, and the measure of success of our JOURNAL ought to be a source of satisfaction to him, as it is to all of us, for it stands easily at the head of its class; and yet there are some who have the temerity to criticise the judgment of our Editor. It is charged by one writer that the Technical Department represents money spent in the interest of the railroad companies and other corporations. That, of course, is true, but only partly so. Any great good is far-reaching in its effect, and if through the influence of the Technical Department the railroad companies are benefited, it is because of the higher standard of intelligence among engineers, resulting largely from interchange of opinions and experiences through the columns of the JOURNAL, and the higher the standard of merit attained, the less liability of butchers, or bakers, or candlestick-makers breaking in to our business, excepting by the old-fashioned legitimate way of the scoop.

Besides, Dan, we have not a monopoly of technical knowledge. There are other sources of information besides the JOURNAL, and to think ourselves benefited by eliminating all educational matter relating to our business would be in line with the reasoning of the foolish ostrich that

buries its head in the sand of the desert to hide from its enemies.

To a person looking on who doesn't quite understand the game, things don't always look just right, Dan, even when they are the best possible under existing conditions. I had a fireman for a trip some years ago who was about the poorest that ever burdened an engineer. The engine was a good steamer for anyone else, but in order to get anything out of her with that fireman I had to fill her up with water when shut off so as to have steam when working, for the fellow could not keep her hot with the injector on. Every time we started, the boiler was full to the top of the stack, and when I shut off it would be out of sight in the glass, but we did get over the road after a time. When we arrived, my partner told the roundhouse committee that of all the pumpers he ever saw I was the worst, and that it was impossible to keep an engine hot for me. That kind of criticism is the result of not knowing better, and much fault-finding is due to the same cause.

Mother sprung a surprise on me the other day, Dan. She invited Jim Potts, Pat Hanlon, and "Old" Jake Shreider to spend Sunday afternoon and evening with us. I was just listening to the Erie Express pulling out, the engine of which was lame, and had been for a month or more. If there is anything I detest it is a lame engine. I never could run one more than a trip. But while listening to her gallop away like a runaway horse on a hard pavement, I heard a rap at the door, and a moment later mother piloted the trio above named into my presence. They were hardly seated when they inquired about you.

Mother noticed I was a little lonesome of late and knew that what I needed more than anything else was a little railroad-ing, and she knew who could give it to me, for she has heard them now and then as one or the other would drop in on me to spend the evening and stay nearly all night talking railroad.

Well, the cigars were passed. Jim Potts took one, but little Jake, with his big meerschaum already lighted, declined

the luxury, while Pat, who, by the way, originally came from Pittsburg, Pa., fished from out his clothes a stogie as long and as black as a cellar bolt, waiving aside the proffered box of "Perfectos" almost disdainfully. We talked for a while on topics of a general nature, finally drifting into our favorite current of thought. We designed engines that could beat the world, and applied remedies to every kind of breakdown known to the craft. We ran engines with the full throttle, also with the light throttle and, of course, made the time in either case, even if we did not come to an agreement as to the better method of the two. We argued the merits of the fixed and variable lead for valves in passenger service, also the effect of the long and short eccentric blades on the variations of lead in different cut-offs; and if we didn't come to one general uniform understanding as to which brought the best results, we made the time in every instance. We set the valves blind on freight engine until they could "start anything with two ends to it" and we gave them lead until they could not haul so much, but we didn't double a hill on the road. When the petticoat pipe fell down we just threw it on the back of the tank and she never steamed any better with it in the front end. We fired with one scoop to a fire, until the engine was as free from smoke as an electric motor, and we fired with three and four and more scoops to a fire, and while each of us still preserves his own individual choice of methods of firing, we all gave "entire satisfaction" that afternoon, in so far as the service was concerned. We keyed up the main rods on the forward upper and lower back eighths position of pin, also on the centers, and they seemed to go all right either way. We set slipped eccentrics by the spokes, by the links, and by the marks on valve stem; we also set them by those not slipped, and a more square lot of engines you never heard in your life, Dan. On a 20 x 24 engine, having a 6-inch throw eccentric, Richardson balanced valve, with $\frac{3}{8}$ outside lap and line inside, working at different cut-offs, with

full and partly closed throttle, having 200 pounds pressure, we took indicator cards showing preadmission, initial pressure, expansion, exhaust, back pressure, and compression lines that represented the ideal steam distribution in the locomotive cylinder. We used smokestacks with every conceivable choke and taper, not omitting the old diamond type. We used the single and double nozzles, both high and low, with and without petticoat pipe. We set the baffle plate before and behind the nozzle, and designed an arrangement of netting that would produce engines, not only "absolutely free from smoke and cinders," but also the finest steamers in the world. We talked combustion, counterbalance, lap and lead, fuel economy, the care of bearings, etc. I am not going to say to you that we agreed on everything, and it may even occur to your mind as being strange if we agreed on anything, and perhaps you will not be far wrong, for how could one expect old-timers like us to relinquish our grip upon (call them cherished illusions if you will) old theories that had become so deeply rooted in our minds that logic, nor even dynamite, could move them.

Nor did we confine ourselves entirely to matters mechanical, for we established a sinking fund the interest from which not only covered a great portion of the expense of maintaining our organization, but which also gave us a prestige, the leverage from which enabled us to accomplish all reasonable aims in dealing with the railroads, on the principle that nothing is so conducive to peace as preparedness for war.

We increased our efficient corps of Assistant Grand Chiefs until the whole field of the B. of L. E. was so thoroughly worked that each and every member knew something of the aims and objects of our Brotherhood, as well as his own responsibilities as a contributing factor to its success. We reduced the representation at conventions until the convention hall resembled a village schoolroom on circus day, and we unanimously agreed that the men best fitted for the work and most worthy the honors of delegate to be

those who were at the time General Chairmen of their system. We perfected a plan whereby those holding insurance policies for a certain number of years were paid the full amount of same and, strangely enough, each one present was entitled to the privilege. Having, by virtue of our increased missionary force, dispensed with the need of holding conventions here, there and everywhere, to the great expense and inconvenience of all, we built a home for the B. of L. E. on a lovely site overlooking Lake Erie, where all general business of the Brotherhood could be transacted, and fitted up a museum in it, in which was kept not only odd relics marking the different stages of progress of locomotive development since the time of the "Grasshopper," the "Mud-turtle," and other pioneer types, but also contained many other features of interest relative to the progress of our order dating back to the time the first little group of engineers got together and mutually agreed "They Wouldn't Stand For It."

Oh, Dan! we had a feast of castle building that was certainly enjoyable, and if we did not accomplish any tangible results, we at least viewed our rainbows with delight, and considering the purpose of our meeting, it was a grand success.

Such affairs tend to add renewed interest in things about us, Dan, and go a long way toward breaking the monotony of existence of a retired engineer; and when mother and I had bid our company good-night, after repeated handshakings and promises to visit that may never be fulfilled, the thought occurred to me that life is worth living if you only live it right.

I would like to hear from you soon, Dan, but until then we will hope that yourself and family are enjoying the most bounteous blessings.

Your friend and Brother,
JASON KELLEY.

Old Time Railroaders.

NIAGARA FALLS, ONT., Sept. 21, 1905.

EDITOR JOURNAL: I have written several articles on old-timers in railroading,

and I have decided to write one more, which will interest some of the old members of the New York Central & Hudson River Railroad. I have been appointed a delegate to the Twelfth International Conference of the Railroad Department of the Y. M. C. A., to meet in Detroit, September 28th, and it has brought back to my mind the hard times we once had in getting a place to sleep after an all day and half the night's run. It came back to my mind in full force the other day in visiting an undertaking establishment and seeing the outside burial cases used for covering the caskets. In the early 60's the boarding houses in Buffalo were very limited, and it was "first come, first served," so that an engineer coming in late at night on going to his boarding house would often find every bed occupied and would have to go back to the roundhouse and take the cushions of the seats, lay them on the deck of the engine and amid the smoke and steam try to get a little sleep, but he would often find the place occupied by his fireman who had found his boarding house full. Well, one day myself, with several other engineers, petitioned the Superintendent to order the Master Mechanic to fit up the upper part of a small building in the yard back of the roundhouse for a bunk room, which was done. A large table was made and a number of chairs and box for each of the engineers. These boxes were exactly like those now used by the undertakers, only they had hinges on the lids and were locked with a padlock, with the engineer's name on the lid. We furnished our own blankets and a pillow. In coming in late at night and climbing the rough stairs, which were on the outside of the building, we would enter as quietly as possibly so as not to disturb those already asleep, and lighting the old oil lamp, would unlock our box and prepare to turn in for a few hours' sleep, but before doing so would look into the open boxes to see who was in them. It was an uncanny sight and recalled the description of the immortal Burns in his Tam O'Shanter of "Allawaiy's Auld Haunted Kirk," where

"Coffins lay around like open presses,
That showed the dead in their last dresses."

The engineer to be called for an early run in the morning, chalked the time of his run on the lid of his box so that the callboy would not awaken the wrong man, who would resent being disturbed by waking up the rest of the sleepers.

Many a time after doubling the road on freight, I have come in at 1 or 2 in the morning and crawled into the little nest in my box, tired almost to death and covered with smoke and sawdust, for we burnt wood in those days, and nature's sweet restoratives would knit up the ravaged sleeve of care and weight my eyelids down and steep my senses in forgetfulness, and my sleep would be as sound as it will ever be after I am dead. But let us now compare the difference between that bunk room and the fine Y. M. C. A. building in the same city. They say corporations have no souls. Well, if they haven't themselves, they have helped to save some other souls, and the Y. M. C. A. is working on that line. The railroad employee need no longer sleep on the deck of his engine or his caboose. He finds after returning from a long hard run a beautiful warm building, with marble wash-bowls and a marble bath tub, and a soft bed with a quiet room all to himself, and in the morning he finds a fine breakfast in a clean beautifully lighted dining-room; and after breakfast, if time will permit, he can read the morning papers in a cozy reading room or enjoy a smoke in the smoking-room. The building is fitted up with the elegance of a first-class club, and all this with a cost far less than that in the days of the dilapidated boarding houses and beer saloons.

The advance in railroad equipment is being followed by the advance of the railroad branches of the Y. M. C. A., and the better conditions of the men in all the departments. This is a great benefit to the railroad companies as well as the employees, and if cleanliness is next to godliness the railroad corporations, in furnishing the means for their employees to keep clean, are bringing themselves to God.

W. H. H. WEBSTER, Div. 328.

The Injunction—Ramsey.

GRAND RAPIDS, MICH., Oct. 8, 1905.

EDITOR JOURNAL: I have before me some clippings from the daily papers which give the particulars of a suit for injunction against the directors of the Gould lines by Joseph Ramsey, President of the Wabash, to prevent the said directors from firing him out of their service. It seems to me this is an entirely new departure in the injunction business. I have heard of railroads serving injunctions on their employees to prevent their quitting, also to keep them a mile from the company's property should they succeed in getting out of the company's service.

The injunction infant, as applied to railway service, was born during the Ann Arbor strike. Judge Taft was the father of the prodigy. The injunction at that time was to prevent the enginemen on connecting lines from refusing to handle cars tendered by the Ann Arbor. From that time on the injunction plasters have applied quite freely, and now if they can be used to prevent a man being discharged, they may result in some good to the "horny-handed sons of toil."

I know nothing of Mr. Ramsey, only what I have lately read in the dailies. There seems to be considerable slobbering over the achievements of the President of the Wabash. They tell a wonderful story of how once upon a time when he was the president, general manager and superintendent of a "dinkey" narrow gauge line 88 miles long, with only two engines and both off the track, he feloniously and with malice aforethought deliberately "swiped" an engine from another "dinkey" narrow gauge affair and pulled his engines on the track. I wonder if there were no ox teams in the country which his "dinkey" traversed. I can go that story two better in Michigan pine woods history.

Another story told of Mr. Ramsey is to the effect that he was on a number of occasions seen doing such "stunts" as running ahead of a locomotive and spreading sand on the rail. This may

have been a revelation to Joseph Walton, the late coal king, but to the average railroad man who might have seen him, it would attract about as much attention as the imprint of a horseshoe on a muddy road.

If all the railroad men of our country who have run in front of locomotives and shoveled sand on the rail could be made presidents of railroads, I figure we would have not less than ten thousand presidents for each road.

Another past feat recorded of Joseph Ramsey, Jr., was his wading knee-deep in water in order to see if the track was in condition for a train that he was in the act of piloting. This last named "stunt" is a little out of the ordinary, but probably on this particular occasion the train and enginemen all had bad colds and were afraid of getting their feet wet.

As mentioned before, I do not know much about the personal habits of Mr. Ramsey, particularly regarding his treatment of the Wabash employees. I am in hopes to read that he was in the habit of going to the engineer and fireman, after a safe run over the road and shaking the grimy, oily hands of both, and thanking them for piloting him safely over the line. I am in hopes to hear that he has on various occasions ordered his special train sidetracked long enough for the engineer and fireboy to come into his car and get a "square." A story that the rank and file would like to read is not often published because deeds as above described are about as scarce as "hen's teeth."

The stories of Ramsey, as far as I have read them, are tame, slobbering gush, and entitle him to no more credit than thousands of other men, who have no "pull," should have.

Years ago a light engine was sent out as first section of a fast express. The light engine broke both back tires and went off track, the fireman was slightly injured, while the engineer was knocked senseless to the deck. The fireman, with lights, started back to flag the express train following, and had gone only a few car lengths when he fell into an open cul-

vert, severely injuring himself. Nearly fainting from the pain of his injuries, he crawled and hobbled back far enough to flag the express in time to prevent serious injury to either life or property. When the express stopped, the tank of the disabled engine was up on the pilot beam of the express engine, while the engineer of the disabled engine was still unconscious in the cab.

I personally investigated this affair and wondered how the fireboy, injured as he was, ever got back far enough to stop that train. My thoughts at the time were that it was about the most heroic affair that ever came to my attention, and I have heard of nothing since that exceeded it. That boy ought to have been pensioned; he got it (in the neck). He was discharged not long afterwards for some minor offense.

Fraternally yours,
J. W. READING, Div. 286.

Carelessness in Paying Dues.

TEMPLE, TEXAS, Oct. 7, 1905.

EDITOR JOURNAL: Judging from Bro. Randolph's letter the F. A. E. of Div. 620 must have a very easy time, and the Brothers of Div. 620 must be well drilled in the matter of prompt payment. I would like to exchange desks with him, or, better yet, would thank him to instruct me in his system of collection.

Speaking of the Brothers having but one man to look up on pay-day, I will say my books are in the bank from the first until the last day of each month. This bank is open six hours per day, six days per week, and is where nine-tenths of the pay checks are cashed, and yet I have to use my own funds in order to keep the careless ones in good standing. I have from two to six each month that must be run down and held up to get my money back. Their excuse is they did not have a chance to go to the bank. The real reason is they are too busy making 150 to 250 miles per day; but it is all right for the F. A. E. to lay off a trip and hunt them up or pay their assessments out of his own pocket.

No, Bro. Randolph, I cannot help but

think the F. A. E. earns all he gets. However, I would like to see a plan evolved by which we could save that three per cent, or a great deal of it, and would suggest the following: Handle all the business of collecting direct from the home office. It would not take many more clerks. Take the average monthly assessment for the last ten or fifteen years and levy an assessment on January first for the entire year or, rather, twelve assessments, each of a different number, and mail each member his twelve coupons. He could then remit each month the amount of one assessment, or pay as many as he wished at once. The Grand office could mail him a post card receipt, and this receipt with the additional clerk hire would be the greatest item of additional expense, as all the expense of printing is at present born by the association. Each coupon to bear the date of the month for which it was issued, and to be payable within thirty days, with a further limit of fifteen days before forfeiture of insurance. Each Brother would then be handling his own insurance and dealing with those to whom he was a stranger and I believe this would do away with a large part of the carelessness which is at present causing so much trouble. The Brothers would realize they must pay up or lose out, and there would be no such thoughts as, "Well, the F. A. E. is all right. He will not let me become delinquent."

Of course, if a Brother could not meet his payments, he could ask the Division to advance him the money and the law as regards being carried by the association need not be changed.

I see by the JOURNAL that Bro. Futch in addressing the Brothers of Div. 1, at Detroit, Mich., September 17th, stated the average cost of insurance in our association for the past seventeen years was \$17.79 per thousand. That would make a \$1,500 policyholder average \$26.89. Why could not a yearly assessment of \$37 be levied, to be paid in twelve installments, the amount to be doubled for \$3,000 policyholders, and so on? I think we could save two and a half, or at least two out of

the three per cent now paid for collection and the F. A. E. could easily handle the small amount of insurance business that would be left in his hands.

Brother Salmons, if this letter is not too long I would like to see it in the JOURNAL and hope the Brothers will discuss it pro and con. I also would be pleased to have comments by Bro. Shay, as he is the chief of all the Insurance Secretaries. His troubles must be legion.

Yours fraternally,
M. E. HAMILTON, F. A. E. Div. 206.

Write for the Correspondence Department.

PHILADELPHIA, PA., Oct. 10, 1905.

EDITOR JOURNAL: I promised you that I would endeavor to give you a letter for each month's edition of the JOURNAL for the year 1905, and I had two objects in view, the first, because in keeping out the Division Addresses it left a great deal of space for correspondence, etc., which I believe the members should interest themselves in and not expect you to do it all. My second reason was to try to get others interested in writing for this department something that will be of interest to our readers. I have not had the pleasure of ever having met you or any of the good Brothers who have during the year interested themselves in the various subjects in this department, and methinks that if a young fellow can give you twelve letters in one year that surely in this Brotherhood there are Brothers who can write something about the locality in which they live, the road and the various places along which they run, that coming from the north, south, east and west, they would be interesting reading and more instructive than anything I can write about, remembering that the Correspondence Department will be just what we make it.

Now, I want to speak on a subject that so many take very little interest in, and that is the Holy Bible. In all Division rooms I have ever visited, about the first thing I see is the Bible open. In my day I have seen Divisions opened—but it was years ago—by a chapter being read, and I

would like to ask the question how many never read the Book. Upon the table is an air brake book, a book of rules of the railroad, the Holy Bible, and the B. of L. E. JOURNAL. Not one of these dare I go shy on if I want to keep up-to-date on the railroad, or posted in the affairs of our Brotherhood, and such being the case, why dare I neglect the other, for it teaches me how to live, and as we live, generally we die. With your kind permission I would like to give a few reasons that come to my mind why we should read the Bible. Begin at the beginning of it and read it carefully through. I care not for what reason—it might be for fun—it might be because you do not believe it; however, don't go out of the world without having read it through, and as you read it all the surprise will be on *your* side, not on the side of the writer, because it is God's Book and written to be obeyed, and it is the Book of books and has forced its way where no other book has gone, for it is the Book of the whole world, and often as I visit homes and see it hidden under a glass case or wrapped up in fancy paper, the leaves yellow with age or having the appearance of having never been opened or read, it makes me ashamed. Why have it about and afraid or ashamed to read it? Better to

Let us own its supremacy,
Bow to its authority,
Confess its sufficiency,
Cling to its integrity,
Walk in its light;
Let us expect every prophecy,
Obey every precept,
Cherish every promise,
Heed every warning,
Believe every fact, and
Be what it demands.

But it is impossible to be what it demands unless we read it, and I appeal to all the members of this Brotherhood to read the Book, and I can assure you that as you read you will become interested and that life will become brighter, and that in time you will become blessed with better thoughts, better and purer desires, old things will pass away and new and sweeter things will appear, as it so often has to

Yours fraternally,
C. B. NIXON.

Golden Wedding.

Bro. Solomon Williams, member of Div. 19, and his good wife, celebrated their golden wedding at their home in Joliet, Ill., on Sept. 8, in the home in which they have lived for 86 years. Of the celebration the *Joliet News* says:

Amid scenes of happiness and good will, so characteristic of their lives, surrounded by nearly a hundred admiring relatives and friends, the center of congratulations on every hand, Mr. and Mrs. Solomon Williams of 214 Mississippi avenue, celebrated the golden anniversary of their wedding last night.

The home was prettily decorated in white and gold for the occasion. Streamers of tissue paper were hung from chandeliers set off by asters and pumpkins. Dinner was served to the guests and the evening given over to renewing acquaintance with the bride and groom.



BROTHER AND MRS. S. WILLIAMS.

A pretty feature was the giving of a pot of gold to the happy couple in connection with many other valuable and useful presents. The gold was accompanied by an original poem by one of the donors. The verses were typewritten on a broad, golden ribbon. The poem, as follows, was read during the evening by Rev. George McGinnis:

"Accept dear friends, this little gift
'Tis like yourself, of purest gold;
It comes from friends who know the worth
Of hearts like yours that ne'er grow old.

"Tho' since your marriage, time has gone
Till fifty years have passed away
So tranquilly the stream has run
It seems but one long happy day.

"In life's fair morning, first you met
And each to other pledged a vow;
You thought you loved each other then
You know you love each other now.

"May golden autumn days be yours
Each one with life's good gifts be blest
And when life's evening shadows fall
May your last days have been the best."

Among the other gifts received were a gold-headed cane for Mr. Williams and a chair for his bride, four pieces of Bohemian glass, pin tray, two clocks, fancy silverware, candelabra, Brotherhood button, book and table cloth.

Mr. Williams is the well-known Alton engineer. He has been with the road for 42 years, and began railroading in 1849 in the East. He is the oldest engineer in years and term of service on the Alton road, and perhaps in Illinois and the Middle West. In fact, Mr. Williams says:

"I don't believe there are many other men in the United States who began railroading as early as I did and are still at it."

Neither he nor his wife show their years—one is 72 and the other 74. When Mr. Williams was handed the cane he said:

"I shall have to put this away for several years yet. So far I have had no use for a cane."

And his good wife is just as young and spry. Both are members of the Eastern Avenue Baptist church in which Mr. Williams is a deacon. He is also a member of the Masonic fraternity and the Brotherhood of Locomotive Engineers.

Solomon Williams and Sarah Stocker were natives of New York State. They were married at Elmira, Sept. 8, 1855, and moved to Illinois the next year. They first settled in Peru, where Mr. Williams was in the employ of the Rock Island, but moved to Joliet in 1860 and settled on Scott street between Van Buren and Clinton. Joliet was then a city of 9,000 and Mr. and Mrs. Williams have watched it

grow to its present size and prestige. They have lived at 214 Mississippi avenue for the past 36 years.

Mr. Williams began railroading on the old New York & Erie Railroad, at present a part of the Erie system, and later went to the Canandaigua, Elmira and Niagara Falls road. On coming West he was engineer on the Rock Island and the Michigan Central, and in 1863 went on the Alton, where he has remained ever since.

Several times he held the record for fast running on the road. In the early days he made the record time from Chicago to Bloomington. A party of directors including President Blackstone and Superintendent Hale had to make the trip in a hurry and Engineer Williams drew the train with an old Swinburne switch engine.

Three children were born to Mr. and Mrs. Williams. Mrs. Seward Dillman, who lives at 214 Mississippi avenue, and Harry Williams, of Pueblo, Colo. James A. Williams, a dentist, died a few years ago.

Among the relatives present at the celebration

last night or who were there earlier in the day were Mr. and Mrs. Seward Dillman and family; Mrs. Harry Williams, who was formerly Miss Patterson of this city, Leonard Williams, a grandson of Chicago; J. D. Williams and wife of Chicago, Mrs. Frank Hall and daughter, Marian, and Mrs. Esther Drake and daughter, Mamie, cousins of Mrs. Williams, Mr. and Mrs. William Waddell and Mr. and Mrs. John Frye.

Mr. Williams has obtained a leave of absence from his duties with the road and intends visiting relatives and friends at Glens Falls, N. Y. His wife may accompany him on the trip.

Four Generations of McCalls.

Reading from left to right they are James McCall, James M. McCall, Sr., James

could dance." Instantly, or like a flash, he was on his feet, saying, "I can't, can't I?" and commanded his granddaughter who was at the piano, to give him something quick and devilish, which she proceeded to do by giving him Fisher's Hornpipe and the Devil's Reel. The old gent went at it hammer and tongs, with his head thrown back and breast thrust out, a youthful fire in his eye, executing the shuffle better than many a man of half his years, and shortly after sang several old Irish songs of a rollicky nature, which proved that dancing did not cut his wind.



FOUR GENERATIONS OF M'CALLS.

M. McCall, Jr., and John T. McCall, or "Loughrea." The great-grandfather, or the one at the left of the picture, was born in County Donegal, Ireland, nearly eighty years ago, and despite his years, there is not one drop of senility in his whole makeup. On the day this picture was taken while on a visit to his daughter (my sister) who resides in historic Germantown, we had a sort of a family reunion. Someone remarked, "I wonder if grandpap can dance yet." I remarked in a semi-caustic tone, "Naw, he never

The reader can imagine how proud I am of the little one I am holding in the picture. LOUGHREA, Div. 104.

On a Vacation.

CAMAGUEY, CUBA, July 29, 1905.

EDITOR JOURNAL: On July 18th at 12:40 p. m., the writer said to Bro. W. Wikle, "Bill, let's go to the United States." "All right," says he, "we will go right now." We immediately walked to the roundhouse, which is a mile away,

secured leave of absence and transportation and at 8 p. m. we were on our way home. We arrived at Cardenas at daylight the following morning and spent six hours there while waiting for the steamer. We had expected to see only a small seaport town there, but instead found ourselves in the midst of a beautiful city of 30,000 inhabitants. It looked like an American city, broad streets and wide sidewalks and beautiful parks, and looks like some parts of Louisville, Ky. Acres of sugar were piled up in warehouses. We did not think there was that much sugar in the world. We saw where Lieutenant Bagley of South Carolina was killed on the Winslow. The sea was smooth and we had a pleasant voyage. We spent most of the time on deck and smoked long black Havana cigars.

Approaching Key West we sang "My Country, 'Tis of Thee." It makes a fellow feel mighty good to see his native land when absent a few months. We arrived at Punta Gorda, Fla., at 4 a. m., and immediately telephoned to Mrs. Rickman to let chicken blood flow like wine and beer. We spent three days there, ate chicken and dumplings, and "sopped" thick pieces of corn bread in chicken gravy until we could eat no more. We visited the orange groves up and down Alligator Creek and found them in a luxuriant condition and loaded down with fruit. We went in bathing and taught some young ladies how to swim. While rambling around in the woods we met a lonely pedestrian, evidently a victim of "tiger whisky," who hailed us and said he was from Alabama, "Born in the piney woods, with three rows of jaw teeth and room for more and never been hurried below the knee." We told him we did not have a currycomb, gave him a cigar, which he bit into in the middle and began to chew and proceeded on his way.

From home we went to Ft. Myers, now the extreme southern terminal for the Atlantic Coast Line R. R., situated in Lee County on the beautiful Calloosahatchee River. We visited the magnificent home of Mr. T. M. Lybass, known

as the Cattle King of Florida; also the winter home and laboratory of the "Wizard of the World," Thomas A. Edison. We also sat on the porch of millionaire Dean's residence, which is in the midst of a 75-acre orange grove, and imagined we were millionaires for about thirty minutes. It's the right kind of a feeling too, if it would only last. From there we drove down to Punta Rassa, made the cable office a visit and found the same operator has been there on almost constant duty for 38 years. He came from Massachusetts when quite young, expecting to die with consumption. He now is hale and hearty and has made a fortune there. I forget his name. We went fishing there and assisted some ladies to bait their hooks. We asked them what they were fishing for and they said "suckers." We also took a swim in the Gulf of Mexico. Our trip from Punta Rassa back to Camaguey was without incident; in fact we slept the most of the time.

On our arrival we found one of our room-mates and also the most prominent member of the Funmakers' Division had been appointed Traffic Manager of our road. The members of the Division were immediately summoned to a special meeting and the following resolutions were unanimously adopted without debate:

WHEREAS: SENOR J. W. Harwood has been appointed Traffic Manager for the Cuba Railroad Company, which makes necessary his removal as charter member of the Funmakers' Division, therefore be it

Resolved, That no member shall make, or cause to be made, clowns of themselves or others, and all the members of the Division will smoke their pipes in silence for a period of two days; but after a period of two days, from 1 a. m. until bedtime, champagne and chicken blood shall flow like Niagara Falls. Be it further

Resolved, That the expense of same shall be defrayed by our departing Brother. Be it further

Resolved, That this action is made necessary to show the high regard and esteem in which our departing Brother is held by all members of the Division. Be it further

Resolved, That this action shall be recorded and the Great Seal of the Division put thereon.

(Signed)

BENNIE VANHORNE, Grand Mogul,
H. RAYMOND, Grand Vizieer,
P. O. RICKMAN, Grand Keeper of Records and Seal,

DAN WILDER, Grand Guide,
 WM WIKLE, Grand Inside Monkey,
 PETE ZEMET, Grand Outside Monkey,
 FRANK ECHARD, Grand Kicker of Kicks,
 THE DIVISION, Grand Keepers of all that comes in.

Two years ago Mr. Harwood was a brakeman, promoted to conductor, then to auditor's office, and now Traffic Manager of our road. He is quite a young man, not yet 25. His friends predict a bright future for him.

P. S.—While in Florida Brother Wikle and myself bought an option on a large tract of land, situated upon the beautiful Calloosahatchee River, with the intention of making a B. of L. E. colony, and as soon as plans are completed we will call attention to same through the advertising columns of the JOURNAL. Come down and see my orange grove near Punta Gorda, for which my wife and children deserve the credit of making.

Fraternally yours,
 P. O. RICKMAN.

Hours and Tonnage.

KENOVA, W. VA., Sept. 19, 1905.

EDITOR JOURNAL: The letter in the September JOURNAL by Bro. A. M. Cousins relative to "weak systems" should attract attention from members generally, especially from members on systems where the moral, social and financial conditions of engineers are anything but satisfactory. It is palpable evidence of weakness upon any system where there is discord and dissatisfaction among engineers; and where practices are in effect created by agreement which have bred selfishness and self-interest among the men to such an extent that the obligation of the B. of L. E. has but little significance and power, and engineers work for personal gain and to gratify ambition and will do so at the expense of a Brother, forgetting sworn allegiance to the order.

Systems that enforce long hours of duty, excessive tonnage, dilapidated engines, basing the rate of pay, regardless of service, upon the rate paid by competing lines, unjustifiable and unmerited discipline—all such conditions are evidence of weakness on the part of the

engineers and can be attributed to one cause.

Should there be any systems where above-mentioned conditions exist, have the General Chairmen of such systems make an appeal to the Grand Chief to furnish an officer, arranging a schedule whereby the Grand Officer could meet with all the subordinate Divisions upon that system. If not, it would be a good idea for the Grand Chief to send his assistants to certain systems to investigate the conditions, visiting all Subdivisions on said system, recommending what is needed to strengthen the system and see that it is put into effect.

I do not think it prudent for engineers to air their troubles and expose their weakness in the columns of the JOURNAL, but I can closely foresee what the order is coming to unless we enforce the methods that bring the engineers closer together, educating them to a standard that is essential to a full confidence in their ability and a full knowledge of their rights.

Yours fraternally,
 A. L. JACKSON, Div. 511.

Not So Bad as Painted.

ARGENTA, ARK., Sept. 17, 1905.

EDITOR JOURNAL: Vindictory of the B. of L. E. by Bro. John Tracey, member of A. M. Machin Div. 585, McGehee, Ark. (Now, laugh if you want to), in answer to the roasts of Bro. J. F. Williams, Div. 366, and Bro. J. W. Reading, Div. 286, in the August and September JOURNALS.

In regard to courtesies shown members of the B. of L. E. while traveling, I wish to say I have just returned from a ninety-day trip, traveling from Little Rock, Ark., to the Pacific Coast, returning by a different route, traveling through seventeen states, including 1,500 miles through Canada on my return, making a grand total of 7,000 miles, and in no instance did I meet with conditions referred to by above complaining Brothers; but in my entire trip I used good judgment in giving my Brother plug-pullers ample time to comply with my request. In

some instances I found them underneath their engines. I did not expect them to immediately get out and probably cause an engine failure on my account; and I think if traveling Brothers would give due consideration to the existing circumstances I see no reason why they should have to ask the fireman for these favors. If the traveling Brother is up in the work as per Division's instructions, and for the good of the order I would like to hear other Brothers' opinions on this subject, and I am sure the members of the B. of L. E. will do all in their power to assist a traveling Brother when necessary.

Yours fraternally,
JOHN TRACEY.

Space Used to Good Advantage.

HATTIESBURG, MISS., Sept. 25, 1905.

EDITOR JOURNAL: I have read September number with much interest, and the space used for Division addresses is well filled with good reading matter, and I do not see any good reason for Brothers to make any complaint about it.

On page 806 correct my statement so as to make it read rods or wires boxed up, keep out snow, ice, dust and rain, and should read 1,000 feet from the station connected to a semaphore, with this correction it would make it read so engineers could do business.

I was also very much pleased in reading Jason Kelley's letter to his old friend Dan, also J. F. Freenor on page 784. The plea that he is making for the future of our mutual insurance, also J. W. Reading on page 801, giving his experience with brick arches, and I could never see where the economy came in for the railroad company using them. The Pennsylvania R. R. Co., at Altoona, Pa., at one time used what was known as a water grate, which was discarded years ago because it was a continual source of trouble on account of leaking and collapsing, and making things very unpleasant for the engineer and boiler-maker.

On page 774, M. E. Murray of 972 76th Place, Chicago, Ill., making a plea for the Disabled Railroad Men's Home, which is commendable, and in or-

der that this institution may live in the future it will be necessary for the Brotherhoods to take some definite action at the conventions that will insure a permanent income for some endowment plan, organize and own the home, and then with the gratuitous giving they would flourish. Fraternally yours,

J. O. DETWEILER, Div. 336.

Weekly Indemnity.

LITTLE ROCK, ARK., Oct. 9, 1905.

EDITOR JOURNAL: I am willing to admit that primarily the main reason for the existence of the B. of L. E. is for the purpose of maintaining fair wages and just conditions of employment; but at the same time I believe there are other functions that the order can assume looking to the general welfare of the membership, that in the end will revert to the solidity and wellbeing of the organization as a whole.

It must be remembered that we are living in an age of co-operation, which, from past experience of those who have practiced it, proves that the principle is sound, and leaving out all love of altruism, which is a good thing in itself, enlightened selfishness would dictate that at the next convention we make an effort along the above lines.

I believe the order stands in need of a weekly indemnity insurance against personal injury done, some organized effort of the five orders for the maintenance of an Old Men's Home and, lastly, a pension fund. The latter never suggested itself to my mind until at Riviere du Loup at the Canadian Union Meeting in June. I heard Bro. Stone say in his address, "Yes, and if the membership desires it, we can have our own pension fund also." But for the present I believe the indemnity insurance is the most important of the three propositions, for the simple reason that it would prove a revenue producer and money is what we need.

There is no doubt that each insured member in a company run at cost by the order could save twenty dollars per year on what is now being paid the commer-

cial companies for accident policies; supposing then that only 25,000 of our members took out an accident policy in this fraternal insurance, see what the total saving would amount to in a year—enough to inaugurate a pension fund or more than would pay all Grand and Division dues for a year for the entire order.

Fraternally yours,
ROBERT HERIOT, Div. 182.

For the Good of the Order.

DETROIT, MICH., Oct. 7, 1905.

EDITOR JOURNAL: Why do men join labor organizations? It is certainly not for their health, but for the purpose of bettering themselves financially, and their conditions generally. That being the fact, it suggests itself to me that anything an organization of this kind can do to strengthen itself, and make it more independent of capital, should have been done for a long time back. There has been, and it appears as strong as ever today, a feeling of antagonism between the members of the B. of L. E. and the B. of L. F. It matters not how, or by whom engendered, it is there, and should not exist, and so long as it does exist just so long will the interest of the men on both sides of the locomotive be injured by it to a greater or less extent.

There are no classes of labor today who should be more closely bound by the feeling of good fellowship and friendship, than the engineer and fireman, nor men who should be more loyal or more in sympathy, working as they do in the close confines of a locomotive cab day and night, sharing hard knocks, bad weather, poor power, as well as some of the good things that come their way, occasionally each depending upon the other to a great extent for his success. Why, then, should this feeling exist, and what remedy shall we apply to overcome it?

The fireman of today will, in a few weeks, months or years, as his term of service entitles him, and business demands, be the engineer of tomorrow. He is the man who will fill our places, as we did the places of those who have gone. He is the man whom we expect, and

rightfully, too, after he is promoted, to join the ranks and strengthen our order and be a good Brother. Would it not be a better plan to make a Brother of him to a certain extent, from the beginning of his career? Would it not be a good idea and a great help toward strengthening the order if at the next convention the Constitution and By-Laws of the order would be changed, making it an order of two degrees, the first for the man who had fired a locomotive for a given length of time, and second for the man who was promoted and had run a given length of time, or had been a member a certain number of years. One is not obliged to give it much thought to realize the benefits of the increased membership. We would have the strongest labor order in existence, expense for the maintenance of the order would be decreased per member, as well as the expenses of insurance, and everything would be peaceful and harmonious, as it should be.

As to the B. of L. F., I know nothing personally, the B. of L. E. being the only labor order of which I was ever a member and have been in its ranks for 18 years.

My ideas may be wrong, they are merely suggested for the "Good of the Order." Would like the expression of others on the subject. FAIR PLAY.

[The engineers and firemen have been in one order in England for about 40 years and they have accomplished nothing. They say themselves that they work for the same pay they did 40 years ago, though the work is much harder, and as for peace they have no more of it than we do.—EDITOR.]

Defective Ties Won Case.

DETROIT, MICH., Oct. 1, 1905.

EDITOR JOURNAL: Inclosed please find Supreme Court decision in my case. (See Legal Department this issue.) It is a little late, but it may be of benefit to some Brother or some Brother's widow. There have been a good many derailments, rails spreading, and engineers getting killed, and I know that there is a liability on the part of the railroad companies for those who get killed in that

way if the proper evidence is produced in court. I looked up all the evidence in my own case. I was an engineer on the Michigan Central Railroad for 28 years. November 9, 1899, my engine and train suddenly left the track, running about 55 miles an hour. My fireman and I were thrown from the engine and I was seriously injured. The Michigan Central Railroad Company claimed that the wreck was caused by trainwreckers, and I proved that the wreck was caused by a defective condition of the ties or track, and beat the M. C. R. R. Co. in all the courts of Michigan. You may publish this decision in the ENGINEERS' JOURNAL, Legal News, if you think best. The amount of my judgment was \$5,560.

Fraternally yours,

WM. T. HAMILTON, Div. 1.

Pronounced Color-Blind.

INDIANAPOLIS, IND., Oct. 6, 1905.

EDITOR JOURNAL: As it has been some time since I wrote anything for the JOURNAL, I will try my hand once more. I wrote under the nom de plume of "Cincinnati," but as I wish to gain a little benefit for myself now, I will sign my name when I get through. Now, don't look what it is until you read this. I have talked air brake, hammer, block, lead and lap, until it would make you dizzy, but the Big Four Railroad Company judged me color-blind (or their expert did) in 1896, and I have run steam shovels, worked on traction lines, and done anything I could get since then. As that is not losing a leg, arm or eye, I have still got to work or go to the poorhouse, although I have been running an engine since 1872, or I mean that is when I was promoted, and have been a member of the B. of L. E. since 1873. I am now a member of Div. 121, Brightwood, Ind., in good standing, and carrying \$3,000 insurance; and say, did you ever stop to think? After making \$100 a month and then come down to \$50, it is kind of hard; but I have a salve I would like to get introduced among the members of the B. of L. E., or anyone else that wants it. A sure cure for carbuncles or boils, or any old

sore. I will send to anyone on receipt of 85 cents a two ounce box. I gave the medicine to Bro. H. E. Whiting, 24 West Main street, Peru, Ind., when he was not able to be up, and he can tell you what it did for him.

If any of the Brothers throughout the country know of any company wanting a first-class steam shovel engineer; one who can take care of his own shovel and overhaul her and her engines when necessary, either friction or engine swing, it will be a favor to me if they will let me know.

J. H. BROWN,

3426 East 25th St., Indianapolis, Ind.

The Cause of Increase of Drink.

MEMPHIS, TENN., Oct. 2, 1905.

EDITOR JOURNAL: I remember when our G. C. E. was in Memphis he spoke of hearing complaints from different managements of the constant increase of the drinking habit among the engineers. Since then I have seen several Brothers lose their jobs, not directly because they drank, but the drink was really the cause behind, and in such cases it is hopeless to try to do anything for either re-employment or reinstatement. I heard the superintendent of motive power say, "One of our engineers may burn an engine and I'll take care of him; but if he gets drunk, I'll have no more to do with him." It is so serious and still we do not take heed. I would utterly fail if I should attempt to give the reason why some start to drink, but I do believe and I can prove that some of our railroad officials drive some of us to drink. They in their mad rush for great results totally forget the men who have been placed in their charge; for instance, we have a crew that has been out with a drag for twenty-four hours. About 40 miles from terminal they get an order to do local work from there in. Could anyone in the world that knows how that crew feels blame them for feeling sore and going and filling up right there or the nearest place where they may get the stuff? Such happens daily.

That something must be done to stop drinking we all admit. To overcome an

evil one must first find the cause and then the remedy. Simply to discharge the poor drunkard will never stop the balance of them, nor will the discharged reform. We must adopt other measures. Each of us knows the promise he gave. Those who do not drink and those who lead a moral life should on every occasion when it comes to their knowledge and at the proper time, get the Brother up in the Division room and caution him in such a manner as would best suit the condition and temperament of the offending one. By such kindly action, before it is too late, many Brothers may be saved. Pulling up and preferring charges against them when they have been discharged, is like pouring oil on fire, to me.

It also appears to me that if we would approach our officials on this subject in a proper manner, they could in a great measure help to overcome the drinking habit; for instance, Brother So and So is drinking, but only when off duty. We believe that if the management would give him a kindly admonition and advice, he would stop. There is always someone among the engineers on a system who is almost perfection. Those men can approach any reasonable official on such delicate affairs.

Our internal and moral affairs in our order have been to a great extent neglected. We need to strengthen ourselves from the very foundation that we may accomplish betterment even for our souls. We know those that drink, and those that drink only in a moderate form—those "moderate" fellows hate to say yes or no. Well, the snake has not crept out yet and the "moderate" fellow keeps on until at last the stuff has got him, but he is like he was at first, "nobody knows I drink," and right then he is drunk. Some of us have seen him for a couple of years, maybe, going down. Did one of us take him aside at any time? No, no! The next morning at the corner or at the roundhouse you meet someone. "Say, Bill, did you know Brown got fired for being drunk?" "No! Well, I expected that," and you know the rest.

SIDETRACK, Div. 28.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Oct. 1, 1905.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of September, 1905:

FROM B. OF L. E. DIVISIONS.			
Div.	Amt.	Div.	Amt.
2	\$10 00	408	\$20 25
15	12 00	411	8 00
152	12 00	455	12 00
104	8 00	471	7 00
114	15 00	478	5 00
122	10 00	527	3 75
317	10 00	584	10 00
338	2 00	592	12 00
357	12 00		
Total			\$169 00

FROM G. I. A. DIVISIONS.			
Div.	Amt.	Div.	Amt.
7	\$ 2 00	192	\$3 00
13	5 00	226	1 00
28	2 00	231	5 00
31	5 00	236	5 00
32	5 00	238	3 00
27	2 00	243	2 00
46	10 00	246	5 00
61	1 00	248	10 00
56	5 00	259	5 00
57	10 00	261	2 50
60	3 00	264	5 00
64	5 00	268	5 00
71	10 00	270	2 50
75	2 00	274	10 00
91	5 00	284	5 00
96	5 00	292	5 00
101	5 00	296	5 00
106	10 00	307	2 00
113	2 00	316	3 00
144	3 00	318	5 00
145	5 00	328	10 00
153	3 00	333	1 00
180	5 00	343	1 00
183	1 00	357	5 00
188	5 00	354	5 00
190	5 00		
Total			\$233 00

SUMMARY.	
O. R. C. Divisions	\$ 23 67
B. of R. T. Lodges	92 00
B. of L. E. Divisions	169 00
B. of L. F. Lodges	37 00
L. A. to B. of R. T. Lodge	150 25
G. I. A. Divisions	233 00
L. of A. C. Divisions	88 00
L. S. to B. of L. F. Lodges	76 50
Proceeds given at picnic given at the Home	
Aug. 1st by Div. 1, G. I. A.	32 00
W. H. Gerry, of Div. 1, O. R. C.	1 00
James Costello, of Div. 270, O. R. C.	1 00
Members of D. v. 566, B. of L. F., Fresno, Cal.	9 00
James W. Davey of Div. 313, B. of R. T.	26 73
Webb C. Ball of Cleveland, O., for furnishing a reception room at the Home complete.	130 00
Total	\$1069 15

Respectfully submitted,
JOHN O'KEMPE, Sec. & Treas.



• Ladies' Department •

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, Mrs. M. E. CASSELL, 922 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Thanksgiving.

Summer's blush and summer's glow

All her wealth of languid light,
 Paled and perished long ago,
 Daisies dropped their petals white
 And the late red roses' flame
 Faded when the asters came.

All the Autumn's red and gold
 Flashed and spread and died away;
 Seas of vapor tossed and rolled
 Round the hilltops, dim and gray.
 Latest bloom was dull and dead
 When the Indian summer fled.

What of that? the radiant blaze
 Shining on the cottage wall,
 Makes the Autumn's latter days
 Warmly welcome unto all,
 Like a parting sunset ray
 Come, at last Thanksgiving Day.

Then with signs of goodly cheer
 See the pantry shelves arrayed—
 Ruby jellies, crystal clear,
 Rich preserves and marmalade,
 And a streak of sunshine lies
 In the row of pumpkin pies.

Ah! the contrast! who can tell
 What the Pilgrim fathers bore—
 All the hardships that befell
 Exiles on a foreign shore?

Yet their thanks to God were sent;
 They with freedom were content.

We have corn and wheat and fruits,
 Peace dwells with us all the day;
 Who our liberty disputes?
 Who can wrest our rights away?
 Let us then our blessings heed
 And our thanks be thanks indeed.

November.

The eleventh month of the year was styled by the ancient Saxons wint-monat, or the "wind month," from the gales of wind which are so prevalent at this season in Northern Europe, but it may be doubted if March does not merit that distinction.

A more descriptive name would be the "gloomy month," since less enjoyment is derivable in it from external objects than in any other month of the year.

November may be regarded as the pioneer of winter who comes with sharp winds and keen frosts to cut down every bit of green to make room for the coming snowflakes.

A November landscape is always dreary, with bare fields, ragged trees, and the dull, leaden sky over all.

What sunshine there is gives out a pale glow, and the days are so rapidly shortening that the end of the month practically ends out-of-door sports. This is the dark side. There is a bright side to November as well as everything else.

This is the month when we have that brief but beautiful period known as Indian summer, when the weather seems to halt for a period before plunging into the severity of winter. Unfortunately only a limited portion of our country is blessed with this season, and it prevails in greatest beauty along our northern boundary west from Lake Erie to the mountains of Montana. The leading characteristics are a golden haze spreading over the landscape and the prevalence of a warm and gentle breeze. After the Indian summer comes the time when indoor games and evening enjoyments resume their sway.

The very dreariness outside—the whistling winds, the sullen rain or spitting

know—enhances the enjoyment of the bright fires and the radiant lamps within.

So it is possible to extract some pleasure from the gloomy month, after all; and, since much of our enjoyment lies within ourselves, it may be possible to make November as merry as if Nature had assisted us with her sunniest smiles.

Self-Culture.

How wife and mother can keep in touch with the times—some part of each day should be devoted to this duty.

Keep in advance of your boys and girls. Be prepared to lead them, and do not, as you value your husband's love, allow him to develop and improve while you lose your hold upon those things which contribute so largely to a woman's attractiveness.

I see about me every day Sisters who, when they married, were, I haven't a doubt, intellectually equal if not superior to the men with whom they cast their lot. In some occult fashion they drift apart.

Here is the rub. A man in his daily contact with bright minds, in his traveling, thinking, planning, reading, unconsciously grows away from the woman of his choice, unless she is in turn keen-witted enough to make up her mind that this shall not be the case.

A man likes at night when he puts on his slippers and settles down for a smoke, to discuss the topics of the moment and not babies and the delinquencies of the cook. Where one woman can do this a dozen would be utterly at sea if an attempt were made to lure them away from the to them always fascinating themes, kitchen and nursery.

Be wary, lest in your devotion to sewing machine, bread board and broom you allow blessed opportunities for self-culture to slip by, until you find yourself a target for somebody's commiseration.

The other day I heard one lady say to another in speaking of an acquaintance: "Wonder what on earth such a bright man as Mr. B. ever married such a narrow-minded woman for!" "Narrow-minded?" was the reply. "Why, the girl he mar-

ried was the brightest member of our class at college. You can depend upon it it is a mistaken idea of duty that has wrought the change."

That's just it, thought I, a mistaken notion of duty ties women down to petty details when many precious moments might be given to something that might elevate and refine. "Oh, it is all very nice to talk!" says someone; "but when a woman has a growing family and but little means she has just got to put her nose right down to the grindstone."

This is the honest opinion of the wife and mother. She actually feels, I believe, that she is sinning against her dear ones if she hasn't a needle, dust cloth or scrubbing brush in her hand.

I have been myself in communities where I am positive a housewife would have seriously compromised her standing if she had set aside an hour a day for reading, music or the toilet.

"Shiftless!" would have been the condemnatory term, and yet not a woman in the country round would have had a word to say had this sister spent weeks over patchwork quilts, rag mats or knitted socks.

To come right down to practical truths, too much time is given to ruffles and puffs, to scrubbing and sweeping, to toiling; and in fact, that the young people of the household may enjoy themselves; little by little the frail shoulders of the mother are overweighted, and after a time you will hear her say: "Oh, I am getting too old to do this or wear that! I leave all the folderols to the young folks."

The soft, pretty complexion grows hard looking, veins stand out on the hands that were once so fair and dainty. One by one her charms of person disappear, until, from a sweet and lovely woman, with a mind capable of housing the cleverest thoughts, she degenerates into a household drudge.

The boys and girls may love their mother but this love is tempered with a critical consciousness of lack of refinement. Her girlish admirer may still be true to her, but even his loyalty cannot shirk the palpable fact that lines and sallowness, ugly

gowns and a dulled mind have obliterated the many charms of person which, but a few years ago, were so captivating.

It won't do! You owe a duty to husband and children, to care for soul, body, manners and mind.

Accept this truism before it is too late; and whatever your duties make them subservient to higher ideals. Do this, and old age, as it creeps on apace, bringing silver-threaded locks and softly etched lines, will but give an added graciousness to your individuality.

A Word of Sympathy.

The Grand Officers and members of the G. I. A. all over the land extend the hand of sympathy and the heart of Fraternal love to Brother Salmons, Editor of the JOURNAL, in his great affliction, occasioned by the death of his beloved wife, which occurred October 5th.

Many of us were personally acquainted with her and knew of her lovely character and charming personality, and we know how sadly she will be missed in the home and life of Brother Salmons.

Words are inadequate to express our sorrow, but we know there is a Higher Power that will comfort him in this hour of sadness.

A Song for November.

Oh, the good old days with their cheery ways
That my happy childhood knew!
As, wild with delight, o'er the snow so white
To grandfather's house we flew.

Oh, the greetings sweet that we used to meet
From the dear ones at the door!
Oh, the pumpkins red in the old cow-shed,
The games on the big barn floor!

How the shouts did ring if we chanced to swing
Till we touched the rafters high,
Oh, the stories told o'er the pippins gold,
As the joyous hours sped by!

Oh, the turkey vast at the great repast,
They served on that day of days!
Then the little pig, with the apple big,
Graced the festive board always!

Oh, I'd like to try such a pumpkin pie—
Yea, the mince and apple, too,
That a jolly elf, something like myself,
In grandmother's pantry knew!

Oh, the snapping logs on the great fire dogs,
And the chestnuts roasting there;
Oh, the shake, shake, shake as our turns we'd
take
With the "popper" in the glare!

Oh, I wonder why that the times gone by
Are so pleasant to our view?
Were we young again would we think them then
As gay as we used to do?

Some Useful Receipts.

Have you ever tried cologne for removing candle-grease spots?

Toning up your appetite by means of the beaten white of an egg, eaten half an hour before meal time?

The juice of Irish potatoes for removing mud stains?

Adding a little milk to the water your oil cloths are washed in?

Chamois skin and water for polishing up rose-wood furniture?

A soft cheese cloth, wet in alcohol, to wipe off plate glass and mirrors?

Ammonia and water to clean jewelry, using an old toothbrush?

Soap and water to wash oak furniture?

New Divisions.

Permission having been granted Div. 81 to transfer its charter to Newport, Vt., where Div. 163, B. of L. E., to which Div. 81 is an auxiliary, is located, a special meeting was called Sept. 6 at Woodsville, N. H., where Div. 81 has had its home since its removal from Lyndonville, Vt., a few years ago. About half the members were present, St. Johnsbury, Lyndonville and Woodsville being represented. Sister Harvey, Guide of Div. 81, brought a large basket of beautiful flowers, which with those of other Sisters were used for decoration. The forenoon closed the business of Div. 81 at Woodsville, N. H. A very congenial party of 22 dined at the Johnson House, after which we re-assembled to organize Mary L. Cook Div., 861. Twenty charter members were present, composed of sixteen withdrawn from Div. 81, one transferred from Div. 49 and three new members. Three others, formerly of Div. 81, were unavoidably detained,

for whom the charter was held open one meeting. Sisters Harvey and Addison, Guide and Sentinel of Div. 81, rendered valuable assistance at this organization. A vote of thanks was given Div. 81 for assistance. At the close, President Burkett presented organizer a beautiful berry spoon (Sister Harvey, Div. 81, having share in same) engraved "M. L. C. Div., 861." On reverse side "Organized Sept. 6, 1905."

Div. 861 starts out under most favorable circumstances loyally supported by Div. 572, B. of L. E., and we wish them all success and prosperity, hoping there are many who will join, thus enabling them to carry on the good work encouraged by increased membership.

In the evening I left for Newport, Vt., accompanied as far as St. Johnsbury by Sisters Fulford, Johnson and Hurley, Sisters Harvey and Wheeler leaving me at Lyndonville. Arriving at Newport, was met by Sister Shattuck who entertained. Tuesday Sister Buckley joined me there. Sept. 7, dined with Sister Oakley.

A "special" to practically reorganize Div. 81 in its Newport home was called in the afternoon. A valuable and encouraging addition was made by six resident members joining this Division.

The B. of L. E. favored its Auxiliary with use of hall in Lane's Opera House Block. We hope the discouragements of the past will only tend to more strongly bind these Sisters to each other, and there will be a resolute endeavor to make Div. 81 an unqualified success.

Left for Woodsville on the evening train, accompanied to the station by Newport Sisters, the Lyndonville Sisters my companions to their destination. There had been no time to see the beauties of Newport so pleasantly situated on Lake Memphremagog, but anticipate the same in the future. M. L. COOK.

Toledo Union Meeting.

It was my pleasure and privilege to attend the union meeting at Toledo on Sept. 24th. While in the city I was the guest of Sister Leyman and family. This Sis-

ter was formerly a member of Div. 52, Columbus, and we are always sure of a warm welcome from her. We enjoyed the afternoon meeting, where each representative of the various train orders told of the valor and importance of the men in whom they were most interested, and each one in turn spoke words of praise for their Auxiliary which made our hearts glow with the feeling that comes from being appreciated. Brother Futch ably represented the B. of L. E. in the absence of Brother Stone, and I don't know how it happened but I never got the chance to shake his hand or to greet him. All was hurry and bustle, and as the evening meetings were held apart I failed to speak to Brother Futch, much to my regret.

Our meeting of the various Auxiliaries in the evening was a very pleasant one. The hall was filled with ladies, and the President of the local Division of the O. R. C. ladies made a most able presiding officer. Grand Officers from the O. R. C. ladies, the B. of L. E. Auxiliary and the B. of R. T. society were present and some good addresses were made.

The addresses were interspersed with vocal and instrumental music and recitations, which added much to the program. At the close of the meeting cream and cake was served to all present, and sociability prevailed. The meeting was a success, and I wish we might have more of the same kind, bringing together all wives of men in the train service. We cannot meet too often or know each other too well.

It is gratifying to hear of each Order doing its work of love, and making progress in every way. We are all working on very much the same lines, and each one should point with pride to the success and growth of the other.

Our thanks are due to the ladies of the railroad fraternity in Toledo for the hospitality extended and the entertainment afforded so many visiting Sisters.

MARY E. CASSELL.

In Camp Escambia, Fla.

At the above is situated the R. R. relay camp where the boys who have runs on

the P. & A. Division have been stationed since about the middle of August. The railroad company is doing everything possible to made the camps comfortable, but with all that to say that the boys are homesick is expressing mildly their longings to see and be at that dear place.

The families of Brothers Butler and Hall and Conductor Thigpen are also camping a short distance from the R. R. camps. We are right near the bay (in fact during the recent storm of three days' duration we were uncomfortably near) and of course have the pleasure of fishing at any time. This, going huckle-berrying and seeing the trains pass are about the only pleasures allowed us, but our troubles are many. For instance, when the wind blows from a direction to force all the smoke the wrong way through the stovepipe we are forced to leave the cook room and abandon all hopes of having anything to eat until the wind changes. Again, we experience considerable difficulty in keeping the tents dry during heavy rains; and other disadvantages too numerous to mention almost makes life a burden, but when our better halves come home and we know that they can be with us during their lay-over time, we feel amply repaid for all the hardships we have to undergo and consider ourselves much more fortunate than those who are forced to stay in town not even to have the pleasure of seeing their "own dear one." They certainly have our heartfelt sympathy and it is to be hoped that the situation will so change in the very near future (although we do not expect it until frost) that we will all be at home again with all this dreadful period a thing of the past never again to return. We are greatly indebted to Messrs. R. E. Nobles & Sons for every favor that has been within their power to extend to us since we arrived here.

With best wishes to all, I am,

Fraternally,
 SECRETARY, Div. 225.

Inspections.

On September 20 a visit was paid to No. 259, Portland, Me., a special called at

Rossini Hall for the purpose, met by and dined with President Rogers. The meeting was well attended, all officers being present. This Division, organized four years ago, now numbers 63. Treasurer Waterman entertained at her pleasant home in Oakdale. Secretary Jordan, my room-mate at Los Angeles, took tea and passed the evening with us. The inspection occurred in the afternoon of the following day. Quite a delegation of Div. 259 attended "school" in Boston, and were loud in their praise of the work exemplified there by Nos. 99 and 256. We are sure this visit created enthusiasm and interest, and, if I may say it, a determination to try and do as well. Their efforts have not been in vain; the work at inspection was excellent; few, if any, rituals being used.

The officers appeared in white, with pink carnations in their hair. They made a pretty sight in officers' drill and penny march. President Rogers, in behalf of No. 259, presented a pair of towels to the Inspector. A reception and tea was held at the home of President Rogers, in Pleasantdale, in the evening. The house was beautifully decorated with the colors of our order, and flowers adorned the tables where a happy party of forty or more enjoyed the many good things provided by the members of No. 259. It was a privilege and pleasure as well to meet so many of the B. of L. E., who favored us with their company on this occasion. The night was passed with President Rogers, whose husband accompanied me to the station September 22, where I was met by Past President Thompson, who entertained me at her home in Lewiston. This visit was very pleasant, the time being most agreeably passed. A car ride about Lewiston and Auburn was enjoyed. Many fine public buildings attract one's attention.

Saturday passed, on to Richmond, and Sunday found me the guest of Sister Minnie Nickerson at Bangor. Arrangements were made to hold a "special" Monday afternoon, which was well attended by resident members. This Division has 51 members, 26 of whom live

quite a distance away, thus preventing regular attendance.

Tuesday, September 26, we arrived in Henderson. Sister Ryder took me to Sister Small's, with whom we took dinner and enjoyed a nice visit until afternoon, when we met at the hall for special. President Spaulding and Treasurer Grimshaw were ready with welcomes. This Division is small in number and needs every member present when possible. About half the members were present at this and the regular session on the day following. A large percentage of No. 205 are insured, and the insured members should not forget requirements necessary to hold membership. We hope the coming fair will be a financial success. We were entertained by Sister Tant at her home. No. 205 was inspected Wednesday, September 27, with the same number present, and the work well exemplified as possible without Pillars and Marshals. The by-laws examination was very good, and Pres. Spaulding and the regular attendants deserve special mention for faithfulness. Vases of flowers were at the stations, and before we left by stage for Brownsville, en route to Bangor, through the thoughtful kindness of Sister Small a fine spread, provided by the members, was served. This was a surprise, as was the gift of cash from No. 205 and handkerchiefs, personal from the President, were gratefully appreciated. The few minutes before leaving, passed at Sister Crandall's, were enjoyed with several members, where good-byes were said.

On our way to Bangor, the objective point, we were met by Sister Spear, who appeared at Oldtown, and on arriving at Bangor, we were two of a theater party composed of Bro. W. Coburn, wife and mother, to enjoy "David Harum" at the Bangor Opera House.

The inspection of No. 233 was attended by a majority of the resident members, some being unavoidably detained. It was our regret not to meet all, including the sisters from Waterville, who, if but few, have always been present heretofore. Flowers were at the several stations, the officers were dressed in white, and the

Pillars in white waists and black skirts, wearing carnations and smilax. They tried and successfully carried out officer's drill and penny march. The exemplification was highly commendable, and the Sisters must feel encouraged when they see what can be done, once the attempt is made.

President P ilpot, on behalf of No. 233, presented, in he regulation jewelry box, a gift which, to our surprise, on opening the same, proved to be a bright, new gold piece. We were all ready to do and surely did justice to the bill of fare at Whiffin's. We were the guest of Sister Spear for the night, after a call on Secretary Coburn. The day following we were entertained by Sister Coleman, Sister Nickerson joining us at dinner. It was my privilege, with Sister Spear, to take an electric ride to Oldtown.

At Bro. O'Leary's home ice-cream and cake was served. We are looking for a Division of the G. I. A. to the B. of L. E. at Houlton, in the near future, assisted by Bro. O'Leary, who is the C. E. of that Division of the B. of L. E., No. 588.

We left Bangor Saturday, September 30, making a short stop at Waterville, where Insurance Secretary of No. 233, Sister Butler, awaited us.

While in Maine we have seen many places of interest.

With appreciation and thanks for all courtesies and kindness of the Sisters in Maine, New Hampshire and Vermont.

MARY L. Cook.

Study Club Program for November.

"Whosoever acknowledged himself to be a zealous follower of Truth, of Happiness, of Wisdom, of Science, or even of the Faith, must of necessity make himself a lover of books."

SIR JOHN LUBBOCK.

1. Educational system of Japan. Marriage customs of Japan. Funeral customs of Japan. Religious customs of Japan.
2. For two centuries the ports of Japan had been closed to the world. Who opened them? Under whose administration did it occur, and what were the benefits derived?
3. Give a biographical sketch of Commodore Oliver H. Perry. Describe his famous battle on Lake Erie, Sept. 10, 1813.
4. Recitation or Reading, "The Victory of Perry." By Alice Cary.

5. The first Thanksgiving. Why appointed? Losing United States History or others.
6. How should this day be observed? Discussion by members of club.

A report from the G. I. A. S. C. of Indianapolis, Ind., shows a good membership, and indicates an interest in the work. Two efficient officers have charge of the club—Mrs. J. Howland, President, and Mrs. Myra Noble, Secretary.

They have 18 members one only outside of the Auxiliary. We believe that our Study Clubs would derive more benefit from the course of study could they meet twice a month. Please send in your reports.

Your work is well begun for 1905 and 1906. Let us hear what has been done in the past year.

PROGRAM COMMITTEE.

Indoor Substitutes for Outdoor Exercise.

The shut-in days are overtaking us. Every chill little breeze brings with it a hint of cooler winds, every sullen little cloud reminds us that summer skies are changing. The glad, free, healthful out-of-door life will soon be for the most of us only a memory until another season.

But the muscles cry out for activity just the same. Gymnasiums, of course, offer excellent substitutes for out-of-door exercise. For the majority of people, however, especially for women, they require too much time, or are too expensive or inaccessible.

And so, save for a spasmodical "constitutional" now and then, woman's tendency is to give up exercise altogether through the winter months and to let the muscles become flabby and the whole system to grow sluggish and apathetic.

Such physical neglect together with lack of a proper amount of fresh air will soon tell its own tale. The rosy color of health will vanish from her cheeks, her eyes will lose much of their sparkle, and her body its graceful sprightliness.

The preventive is simple and sure. It is regular physical exercise conscientiously and earnestly performed. It may seem more or less of a bother at first, but with the exhilaration and bodily vigor sure to result from it, it will soon become a pleasure. And just because it is a little trouble no sensible woman is going to abandon what will give her suppleness of form, grace of carriage and healthy color.

Breathing exercises are as important as they are neglected. They should be taken every morning before breakfast and repeated again before going to bed. This is true of all indoor physical exercise.

An excellent breathing exercise is practiced by lying flat on the floor or bed, and raising the arms over the body, while inhaling deeply. Hold the breath for five counts and then lower the arms again, exhaling slowly. Repeat ten times. Or take the breathing exercise while standing, with the arms hanging relaxed at the side. Breathe in slowly, distending the abdomen as much as possible. Hold the breath a few seconds, then exhale, first lowering the chest and then contracting the abdomen. Stronger chest muscles and lungs, a

firmer and better developed bust, a more erect body, an improved circulation and digestion, all these are the benefits to be derived from the faithful practice of deep breathing exercises. Follow the breathing exercises with the morning spray or plunge and then take a run. You need only a small space to take it in, for all you need do is to practice the running movement (that is, springing lightly from the ball of one foot to the ball of the other) in one spot. Increase the number of steps each day. This exercise is a splendid stimulant to the circulation and at the same time develops the leg muscles and makes the ankles flexible. The running will of course produce perspiration, and it is well to have on hand a good toilet powder to use under the armpits. One of the best powders of the kind is made of one-half pound of borax, one ounce of soda, and one drachm of primrose sachet.

If a remedy is needed for constipation, no better can be found than to lie flat on the floor, arms at the sides, and keeping the legs perfectly straight, raise them till they form a right angle with the body, then lower them slowly as possible. When the exercise has become easy through practice, repeat it seven times each morning.

To lengthen the waist, stand erect, arms stretched overhead, and then lower the arms, without bending the knees, until the finger tips touch the floor. This exercise, faithfully practiced, will help wonderfully toward producing a tapering waist.

These simple methods of physical training will do all that is claimed for them to do in giving woman health and beauty and equipoise, if (and it's a very big "if") she'll keep up the spirit of them all through the day's occupations.

Remember, for instance, to stand as erect as possible when doing any kind of housework. If you have to bend over, be sure to straighten out again when the task is finished.

Breadmaking is a splendid muscle-developer for the arm, and scrubbing exercises the shoulders and the internal organs admirably, if you remember to keep your back straight and use first the left hand and then the right. Your hands will not suffer from this work either, if you use borax soap for scrubbing the floors and carpets. Save all the bits of soap from the kitchen and bathroom, and boil it in water with a little borax until it makes a substance like jelly.

When sweeping, don't forget to change the broom often from one side to the other, so that the hips will be developed equally by this truly scientific exercise.

Imagine it's in-door golf and enjoy it.

Above all continue the deep breathing in all kinds of housework when hanging out clothes in the fresh air, when washing windows, when walking about the house, whenever and wherever you can, and you'll find yourself growing stronger, more beautiful and symmetrical, without the aid of a gymnasium or a physical teacher.

One word more, don't in your zeal overdo the physical training or get too fatigued from hard work. Learn the value of relaxation and repose,

both bodily and mental. Establish a proportion in living. Keep cheerful and optimistic and take life each day a little more easily, a little more buoyant than the day before.—*Brookfield (Mo.) Gazette.*

Lemon Has Many Uses.

The usefulness of the lemon begins in the morning, even before you are out of bed. The juice of half a lemon squeezed into a glass of water and drunk unsweetened the first thing in the morning is an excellent remedy for bilious disorders.

If girls appreciated the lemon's usefulness as a beautifier, they would always have one at hand. The fingers or finger nails may have stains that refuse to yield to soap and water, in which case a little lemon juice will usually prove successful. Before manicuring the nails you should always soak them for at least five minutes in a basin of water in which are a few drops of lemon juice. The skin which grows so offensively around the nails is pushed back by orange-wood sticks first dipped in lemon juice; and as for the teeth, no more effective cleanser or purer, mouth wash can be found than half a dozen drops of lemon juice in a wineglass of water.

After washing the hands; lemon juice and water makes a splendid bleach, but one curious thing should be remembered. Lemon juice pure darkens the skin, so do not make the mistake of rubbing in plain lemon juice, instead of diluting it with water.

Lemon juice and glycerine is good for chapped hands. If you have a hoarse voice in the morning lemon juice, squeezed on to soft sugar till it is like a syrup, and a few drops of glycerine added, relieves the hoarseness at once, while a cold on the chest, or consumption itself, finds a formidable enemy in the following prescription:

Squeeze the juice of three lemons over three whole eggs, shell and all. In two or three days' time the shell will have softened because of the effect of the lemon's acid on the lime composition of the shell. Then add a pint of rum and a pound of pulverized brown sugar candy. You can bottle this, and take a spoonful every morning before rising. It is simply wonderful as a tonic.—*Chicago American.*

For a Cold.

The daily cold bath is one of the most effective safeguards against taking cold. Of equal importance is abundance of fresh air in the sleeping apartment. Upon the first symptoms of "a cold," deep breathing exercises in the open air or in a well ventilated room should be taken at frequent intervals. In nearly all cases where this simple treatment is taken, there will be no further development of the cold, and the symptoms will disappear. A doctor connected with a large institution for children recently tried this method upon the inmates with surprising success.

"There is nothing," he writes, "more irritable than a cough. For a time I have been so fully

assured of this that I determined, for one minute at least, to lessen the number of coughs heard in a certain ward of the hospital of the institution. By the promise of rewards and punishments, I succeeded in having the children simply hold their breath when tempted to cough, and in a little while I was myself-surprised to see how some of the children entirely recovered from the disease.

"Let a person when tempted to cough, draw a long breath, and hold it until it warms and soothes every air cell, and some benefit will soon be received from this process. The nitrogen which is thus refined acts as an anodyne to the mucous membrane, allaying the desire to cough, and giving the throat and lungs a chance to heal."

Hot Water Hints.

The best toilet preparation in the world is plain hot water. Here are some of the uses to which it may be put:

Drink a bowl of it every night, if you want a good digestion, a good sleep and a clear complexion.

Put a bag of it at your feet when you have a cold; to your back when you have a backache, or at the nape of the neck when you have a headache or feel sleepless.

Bathe the eyes with it when they are inflamed.

Soak the feet in it when they are tired.

Soak the hands in it before manicuring.

Steam the face with it once a week for your complexion.

Bathe the cheeks in it when you want them to be rosy.

Bathe cold sores, fever blisters and pimples in very hot water in order to dry them up.

Like a patent medicine, a single dose of "hot water bag" will cure toothache, neuralgia, rheumatism and pain of a 1 kind. Try a free sample of it from the fami y tea kettle.—*New York Press.*

Little Home Truths.

Advice or reproof does more harm than good when it is so rudely or roughly given that it brings humiliation or indignation.

If from your real affectionate regard for a relative you wish to point out to her or to him an error or correct a fault, do so as gently and as cautiously as you know how, and do not try to correct mistakes or point out shortcomings too often, says the *Washington Star*.

Give your advice in private, and always give less advice than sweet, complimentary speeches. A compliment is not less but more relished when it comes from a member of one's family than when it is a tribute won from a stranger, and these signs of appreciation that you give of some dear one's wit, wisdom, or beauty are little home truths that are ever affectionately remembered and come ever like gentle dews to refresh the seeds of affection and loving-kindness that are planted in our hearts.

Division News.

WILL you and our hundreds of readers travel with me over memory's railroad and view, in imagination, my trip through the West. In endless mile after mile I have viewed the sweets of nature far and wide, from the sun-kissed plains of the far West where the horned toads gambol I send the greetings. I have been over the sunny South where the magnolias bloom, and sweet honeysuckle and the fragrant jessamine, but give me the dear old mountains I have learned to love, they bring to the lonely heart comfort, and show God's handiwork in every scene of nature. I bade farewell to friends and relatives in Kansas City on the 23d of August, and boarded one of the luxurious trains on the great Rock Island system for El Paso. This road presents to the traveler a never ending panorama of the most magnificent scenery on the American continent; the beautiful scenery spread out before me during this trip consisted of falls, canyons, gorges, mountains and sun-kissed prairies. On the 25th I arrived at El Paso. It is a very picturesque city, nestled among the mountains, and is a typical western town. On September 29 the Sisters of Div. 138 gave a banquet at their hall to the Brothers of Div. 192, the hall being artistically decorated with the colors of the B. of L. E. A grand supper was served, the tables being decorated with carnations and smilax, which was very appropriate for the occasion. Their hospitality was without stint.

There was an excellent program selected by each Sister that included the families of the B. of L. E., everyone did honor to their talent, and were applauded again and again. I must say the Sisters are up-to-date in their work, especially in the officer's drill, and the Sisters and Brothers in the above Divisions have won a warm spot in my memory that shall live while life remains. Wishing them success, I will close. MRS. N. J. KIRBY, Div. 150.

It has been some time since Helping Hand Div. 86, Clinton, Ill., has had an article in the JOURNAL, so I will try to tell you

how we are getting along. We still have our sewing society, and are getting ready for a bazaar, as we are anxious to get our piano paid for. We held an experience social from which we realized quite a little sum. We were surprised greatly with an invitation from Sister Clifford, of Clinton, to spend the day with her and eat fried chicken. Twenty-one Sisters and two lone Brothers, A. G. Turlay, Traveling Engineer, and G. E. Brooks, who naturally became chaperones, went. We were met at the depot with fine double carriages and conveyed to their country home, where a delightful day was spent. At noon we sat down to a dinner of three courses that will never be forgotten. The tables were decorated with the choicest flowers. Particular mention is made of the chickens which were cooked and served in proper style. As we approached the premises the fowls thought the M. E. Conference had arrived ahead of time, and sought every available place of safety. One old fellow (should judge he was aged by his name), whose name was Luke, ventured out at a late hour. The Sisters spied him and led him a merry chase, and finally succeeded in capturing him for the conductor, as we promised him one (nothing said about age). During the evening Brother Turlay granted him his freedom, saying that "Seniority always prevails" (among the Brothers). In the afternoon they all became children again, playing games. The men, though few in number, were not idle. Brother Clifford captured his mule and held it with Brother Turlay at the head and Brother Brooks on the other side, and posed for their picture, as Sister Hediger came prepared to get pictures of the crowd. We stayed for supper and then were driven over to former city to view the town. The Sisters gave Sister Clifford a set of solid silver spoons for her anniversary present; this was quite a surprise. We bade our Brother and Sister goodbye, all saying their entertainment was extraordinary. COR. SEC.

THE Division at Breckenridge, Minn., is moving along nicely. We have news

from them telling of the good times they are having and of new members joining them which is gratifying.

The lawn social given at the residence of Mr. and Mrs. D. Auman was a great success. The evening was ideal and the crowd taxed the seating capacity of the lawn. The piano had been placed on the piazza and the program partook of the nature of an open air concert, which was highly enjoyed. The lawn was decorated with Chinese lanterns, flags, etc., and brilliantly lighted with locomotive headlights. The ladies are to be congratulated on their work.

In the past month I have visited Divisions in Newark, Chillicothe and Bellevue, O. At each place I received a most cordial welcome and enjoyed the meetings held. At Bellevue supper was served in the hall, to which the husbands and children were invited, and it was a merry crowd that sat down to the feast prepared by the Sisters, after which a program was given by the wives and children of the B. of L. E. men that was a credit to them. President Rodenberg, in behalf of the Division, presented me with a souvenir of the occasion which I value highly.

This Division at Bellevue at one time was the banner Division in Ohio in the ritual work, and if the members would be faithful in attendance they could still be in the front rank, as it is composed of bright, active women. We are all getting ready for inspection and I hope to see good reports from all these Divisions.

GRAND VICE-PRESIDENT.

BELIEVING you are all interested in the union meetings of the G. I. A., I will tell of the very delightful one Div. 219 had the 5th of October, when they met with Divisions 20, 59, 122 and 142, at Pittsburg, Pa. The ritual work was beautifully exemplified.

We regret very much that the other Divisions expected could not be with us. After the meeting refreshments were served, which all present enjoyed. We anxiously await the next union meeting.

INS. SEC., Div. 219.

Good Dressing for Burns.

For burns use a dressing of saturated soda or equal parts of linseed oil and lime water, vaseline, sweet oil, butter—any bland oil—but on no account glycerine, which is irritating.

G. I. A. Voluntary Relief Association.

TOLEDO, O., Nov. 1, 1905.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of these claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for the same was dated later than September 30, 1905.

ASSESSMENT No. 234.

Died Sept. 9, 1905. Sister Geo. E. Gilmore, aged 38, of Div. 332, Philadelphia, Pa. Cause of death, acute nephritis. Carried one certificate, dated July, 1903, payable to husband, Geo. E. Gilmore.

ASSESSMENT No. 235.

Died Sept. 16, 1905. Sister Anna K. Claffy, aged 32, of Div. 298, Two Harbors, Minn. Cause of death, pleuro-pneumonia. Carried two certificates, dated October, 1903, payable to Lawrence Claffy, husband.

ASSESSMENT No. 236.

Died Sept. 23, 1905. Sister Ella Goldsworthy, aged 36, of Div. 143, Elkhart, Ind. Cause of death, tuberculosis of lungs. Carried one certificate, dated June, 1900, payable to John Goldsworthy, husband.

ASSESSMENT No. 237.

Died Oct. 3, 1905. Sister Geo. Goodrode, aged 56, of Div. 246, Joliet, Ill. Cause of death, exophthalmic cachexia. Carried two certificates, dated May 5, 1898, payable to daughters, Althea and Lucretia Goodrode.

Assessment Nos. 236 and 237 will be paid from the Assessment fund.

Members will pay their Insurance Secretaries on or before Nov. 30, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to General Secretary and Treasurer not later than Dec. 10, or stand delinquent till remittance is made.

We sincerely hope that all will pay these assessments promptly, as no one who is reported delinquent on November sheets, can be counted as a member on convention reports.

Members in good standing Sept. 30, 1905, five thousand and seventy-six in the first class; and two thousand one hundred and twenty-two in the second class.

MRS. GEO. WILSON, Pres. V. R. A.

MARY L. ROBERTSON, Gen'l Sec'y and Treas.

Technical

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

West Seneca Tests.

R. H. BLACKALL.

During August a series of tests were made on the Lake Shore tracks just out from the West Seneca yards. These tests were witnessed by about 200 prominent railroad officials.

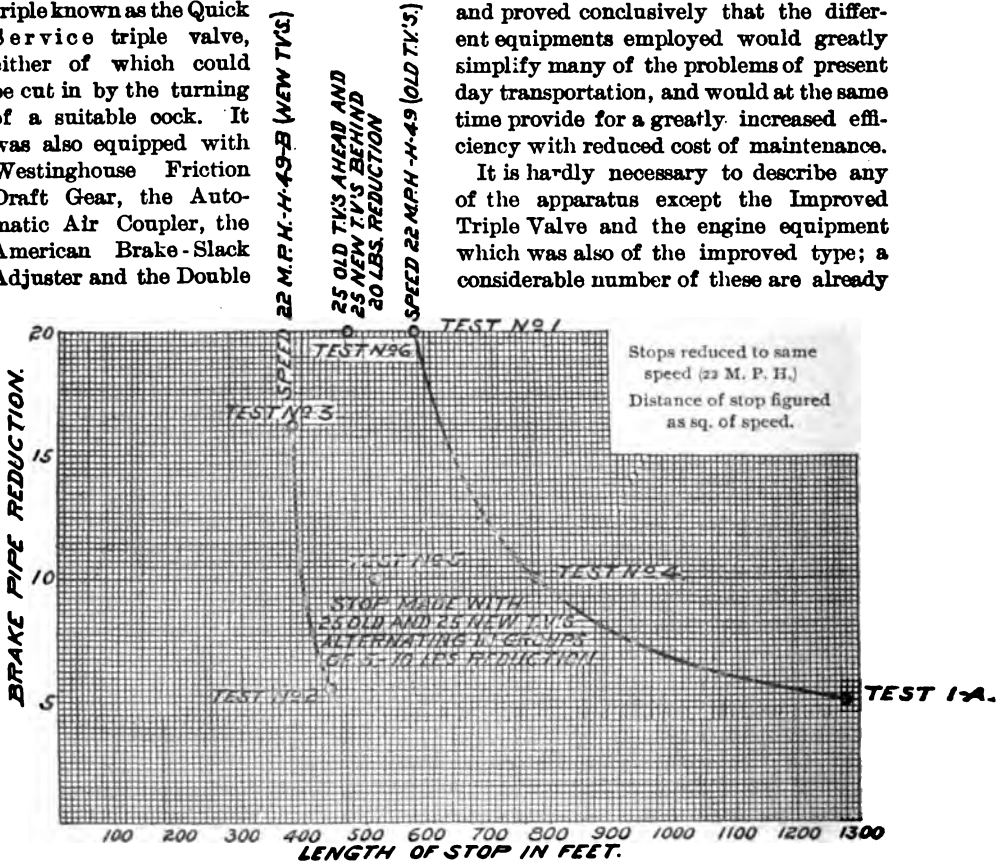
They were made with a fifty-car steel train of B. & O. cars, hauled by a Pennsylvania Railroad engine having a weight on drivers of 173,000 pounds and a tractive effort of about 40,000 pounds.

The train was equipped with both the present standard triple valve and the new triple known as the Quick Service triple valve, either of which could be cut in by the turning of a suitable cock. It was also equipped with Westinghouse Friction Draft Gear, the Automatic Air Coupler, the American Brake-Slack Adjuster and the Double

Pressure Retaining Valve. This train represented the most up-to-date railroad train as the piston travel was regulated automatically, the cars could be coupled up without its being necessary for trainmen to go between them; the friction draft gear took care of all usual, and would absorb most of the unusual, strains obtained in service; the new triple valve gives a greatly improved stopping power and positive acting brake in service as well as emergency application, and makes possible the release of brakes on long trains without danger of a break-in-two; the double pressure retaining valve provides for both moderate and severe grade work, the light capacity being used on light grades and the heavy capacity on heavy grades.

The tests made comprised triple valve, friction draft gear, and coupling tests, and proved conclusively that the different equipments employed would greatly simplify many of the problems of present day transportation, and would at the same time provide for a greatly increased efficiency with reduced cost of maintenance.

It is hardly necessary to describe any of the apparatus except the Improved Triple Valve and the engine equipment which was also of the improved type; a considerable number of these are already



in service. The other apparatus has already been described in the columns of the JOURNAL.

Quick Service Triple Valve: The original Westinghouse triple valve was designed for use with trains of a maximum of fifty cars. Since the advent of the much longer trains the corresponding action has not been obtained, and it was necessary to make some modification which would obtain the same results with 100-car trains as was obtained with the shorter ones. This has been accomplished by the features embodied in the Quick Service triple. With this valve, not only is a quicker response obtained, but it is obtained positively, and is susceptible of more graduations with even longer trains than can be operated satisfactorily with the present standard valve.

A valuable addition also has been made in the release feature, by means of which the brakes on the rear of a long train may be released before those at the front are off. This feature permits the release of brakes on long trains when in motion without danger of breaking the train in two, as now results if a release is attempted when the speed has been materially reduced.

One of the problems that confronts the engineer of today is that of releasing the brakes at the rear of the long trains handled. A novel feature in the new triple valve provides a means by which it is possible to get more air to the rear of the train. This feature is known as the "retarded recharge." By a proper arrangement of ports the feed grooves retard the charging of the auxiliary reservoirs at the head of the train, thus leaving a greater amount of air to be forced back to the rear with the result that a quicker rise of pressure is obtained at this point. This results in a more positive release and there is no doubt but that this feature will have a strong tendency to greatly reduce the number of slid flat wheels.

The "retarded recharge" also provides a means by which the auxiliary reservoirs throughout the train will be charged much more uniformly; this will result in a more uniform braking power than is now ob-

tained, where in hastening a recharging on heavy grades the reservoirs at the front are charged considerably higher than those at the rear. With this condition of pressures only the brakes at the front respond to a light reduction, and as a consequence these have to do much more than their share of the work in controlling the train.

Aside from the advantages obtained when all cars are equipped with the improved valves, the gain is proportionate in all trains according as the number of new valves increases or diminishes.

The benefits obtained by the use of the new engine equipment have already been outlined in the columns of the JOURNAL.

The tests made at the West Seneca yards proved conclusively the following:

That the Quick Service brake will stop a fifty-car train in 84.6 per cent less distance than the present standard brake when both are set with full service application. (See tests Nos. 1 and 8.)

That the Quick Service brake with a light application will stop a fifty-car train in substantially the same distance as the present standard when set with full service application. (See tests Nos. 2 and 1.)

That the old and new brakes operate in perfect harmony and with increased advantage in proportion to the number of new brakes in the train. (See tests Nos. 4 and 5.)

That it is possible to release brakes at low speeds, when a train is equipped with improved brakes with greatly reduced draft gear strain; 45,000 pounds greatest tension in release with Quick Service brake; 169,000 pounds greatest tension in release test with present standard brake.

That with the Quick Service triples a light reduction results in a prompt and positive response from all valves. This action is not obtained on long trains with valves at present in use.

That the Automatic Air Coupler accomplishes a great saving in time with increased efficiency.

That the Westinghouse Friction Draft Gear provides an amount of yielding resistance sufficient to afford protection to cars under present-day conditions.

That the Automatic Brake Slack Ad-

juster produces ideal conditions as to distribution of braking power and precludes the necessity for hand adjustment, with delays to transportation incident to same.

The curves on the foregoing diagram show the results of the stops that were accomplished with the two kinds of triple valves, the old and the new. It will be noted that each point on the curves refers to a particular test and a list of the tests will also be found.

The curves show the results that can be obtained with this train and equipment with the results all reduced to the same speed, that is, all stops were reduced to corresponding results at a speed of 22 miles per hour.

The records of the tests proved conclusively the following:

That a five-pound reduction with the new triple valves will stop a fifty-car train in 76 per cent of the distance required by a 20-pound reduction with the present standard triple now in use.

Comparing the five-pound reductions the new valves will stop the train from the same speed in $34\frac{3}{4}$ per cent of the distance required by the old valves.

With trains of mixed valves the benefits derived are in proportion to the number of new valves in the train. (See tests 4 and 5.)

That the old and new valves scattered throughout a train operate in perfect harmony and with increased advantages.

It is possible to release the brakes at slow speeds, with trains equipped with the improved triples, without damage to the draft gear.

That the Friction Draft Gear would afford a yielding resistance that will practically eliminate break-in-twos and add greatly to the life of cars by dissipating most of the shocks encountered in yard and road service to an extent that no damage will be done to the car.

Tests 1 to 6 are shown on the curves illustrated and show the comparative stops that can be accomplished with different reductions and with the different combinations of triple valves.

Tests 7 to 10 inclusive, were release tests made with the old and the improved triple

valves and with different reductions. When the release was made at slow speeds steam was used and the resultant shock measured by the recording apparatus in the dynamometer car which was located the 26th, in the train.

The greatest tension records with the improved valves was 45,000 pounds while with the old valves the maximum tension was 169,000 pounds, and in one of the release tests with the old valves the train was broken in two back of the 19th car. With the improved valve, if the engineer tries to make a release when the speed is very low, the retardation in the release of the head brakes will stall the train so that it can not be pulled by the use of steam. The release of the brakes before the train comes to rest permits the shoes to be jarred from the wheels so that it will be an easy matter to get the train in motion without taking the slack. With the old valves, where the brakes can not be released until after the train has been brought to rest, it is usually necessary to take the slack to jar the brake shoes from the wheels.

FRICION DRAFT GEAR TESTS.

A number of tests were made to show the absorbing power of the Westinghouse Friction Draft Gear. The figure given after each test shows the record of the tension or buff made in the dynamometer.

Test 11. Train backing at 8 m. p. h., engine reversed and full head of steam used. Jerk 95,000 pounds.

Test 12. With slack bunched and reversed lever in the backward position, lever thrown suddenly ahead and full throttle used. Jerk 98,000 pounds.

Test 13. Ten rear brakes applied and slack bunched; lever thrown ahead and full throttle used. Jerk 118,000 pounds.

Test 14. At speed of 15 m. p. h. and engine working full throttle, the emergency application was applied from the rear car. Tension 87,000 pounds.

Tests 15, 16, 17 were buffing tests. The train was cut in three pieces at the 10th and 15th cars, and the front portion backed into the others. The following shows the maximum buffs, also the speeds at which these buffs were obtained at dynamometer car:

4 to 6 m. p. h.	0 pounds.
6 to 8 m. p. h.	42,000 pounds.
8 to 10 m. p. h.	100,000 pounds.

Buffing tests were made at 6 and 8 m. p. h. with the cut made back of the 29th car. The respective buffs were 172,000 pounds and 430,000 pounds.

In none of these draft gear tests was there any damage done, and the tests showed conclusively that the friction draft gear is ample to take care of the shocks incident to train transportation.

With all cars uncoupled from the 10th to the 20th the cars were backed together and coupled. The time was then taken to see how long it would take to cut in the air throughout the train between the cars that were cut. Forty-two seconds were required.

A test made later with all cars equipped with the ordinary hose and coupling showed the corresponding time to be two minutes and two seconds.

As a matter of interest three emergency tests were made to determine what would be the result and buff due to the emergency application from the engine when the cars are equipped with friction draft gear. One hundred per cent air.

The following resulted:

First test. Speed $33\frac{3}{4}$ m. p. h. Stop 506.6 feet. Time 14.8 seconds. Maximum buff 41,000 pounds.

Second test. One hundred per cent air. Speed $6\frac{1}{2}$ m. p. h. Stop 14.3 feet. Time 8.4 seconds. Maximum buff 104,000 pounds.

Third test. Fifty per cent air. Speed 10 m. p. h. Stop 49.6 feet. Time 6.4 seconds. Maximum buff 345,000 pounds.

No damage whatever was done in any of the emergency applications.

QUESTIONS AND ANSWERS.

Q.—S. D. W.—The other day I had a long train of mixed freight, and something happened that was a new one to me, and I would like to know the reason for it if you can tell me.

I had made a service reduction and was slowing down pretty fair when I made another reduction. All of a sudden the equalization piston closed, we stopped and

the train was broken in two. I don't understand why the brakes should have acted that way. One of the boys said I probably had a kicker at the rear, for we broke in two near the head end.

A.—The kicker theory is entirely probable, but while this may have been the cause for the action described, it was not necessarily so. The position of the empties and loaded cars in the train has considerable to do with the break-in-twos that occur and it may be that the equalizing piston closed because of the break-in-two and not because of a kicker. Such an action is usually laid at the door of a triple valve that is working improperly, as this is the simplest way of accounting for the difficulty. If a little thought is given to the conditions which obtain when the brakes are used on some classes of trains, it will be understood why the blame should not always be placed on the triple valve without some thought as to the make-up of the train.

Suppose the train had consisted of thirty-five loads next the engine and fifteen light cars at the rear, the loaded cars being loaded to their maximum capacity and the fifteen cars empty. The braking power, in an emergency application, would approximate 20 per cent on the loads and would be 70 per cent on the empties, a difference of 50 per cent in the retarding effort produced, and there would be a strong tendency for the front of the train to run away from the rear portion.

When the reduction of brake-pipe pressure is made, the brakes at the front of the train apply first and the slack bunches. When those at the rear finally apply, the tendency is for the slack to pull out harshly, with the result that some defective draft gear will fail because of the heavy strain put upon it. The action obtained under these conditions depends largely upon the speed of the train at the time the brakes are applied. The slower the speed the more likely is damage to follow. It is a very simple matter to make up a train that can be pulled apart with a service application and the train can then be coupled up and the empty cars switched to the front or even a little farther

ahead, and no more trouble will follow.

Q.—M. H. J.—I run in freight service as a rule, but the other day I was called for a passenger run, and was puzzled a little because it took longer to charge the train than it seemed to me it ought to. After the train had been made up and put in the station we coupled on and started to pump up. I don't know how long it took before we were ready to try the brakes, but I do know that it seemed to take longer than it ought to. We only had nine or ten cars, but it took about as long to pump up as it would a freight train of 50 cars. I looked at the pump and it seemed to be taking the air in first class and was working at a good gait. We couldn't find any leaks, but there must have been some. Can you tell me where they might have been where we didn't look?

A.—We presume from the description of your experience that you had a passenger train a part of which was either chair cars or sleepers, and perhaps the coaches also had a water-raising system on them. As you know, there is always a large reservoir to be filled in connection with these systems. These are not filled until a certain pressure is obtained in the auxiliary reservoirs and the pressure feeds to them slowly through a governor located between the two reservoirs.

Supposing that all of the cars were equipped with fourteen-inch brake cylinders, 16 x 33'' reservoirs are used with this size of cylinder and the volume contained in them is about four times that of a reservoir used with an eight-inch freight equipment. This being true, the reservoir capacity of this train would be the equivalent of a forty-car train of eight-inch equipment, not considering the additional volume presented by the reservoirs of the water-raising system.

Q.—W. M.—We often haul trains on road with 80 and 100 cars coupled up and we sometimes have trouble getting the brakes off. I heard one of the boys say the other day that he got around the stuck brakes by not using the brakes when he was going slow, but he used the reverse lever. That doesn't seem right or

necessary to me and I would like to know how the brakes can best be released on these long trains so that we can be sure that they will get off?

A.—It is hardly possible to tell just what is the matter, not having any details about the size of main reservoir or the pressure carried. We presume that you are conforming to practice, that the main reservoir capacity is not less than 50,000 cubic inches, and that the pressure is 100 pounds. With this capacity and pressure you should be able to release the brakes on a 100-car train if you follow the proper method. The most trouble is encountered by trying to release after a light reduction. If this is done, say after a five-pound reduction has been made, there is an excess pressure of but 25 pounds, where, if a 20-pound reduction has been made, there is an excess available with which to release of 40 pounds. With this excess there will be no trouble in accomplishing a release if the brake valve handle is left in release position the proper length of time.

Men handling these long trains, and where it is possible to do so, it is better to make at least a 15-pound reduction before attempting to release.

With a train of this length a five-pound reduction will not apply all of the brakes; as a result there will be a number of triple valves in release position. When the brake valve handle is moved to release position, the rise in brake-pipe pressure will not be as fast as desired, not only because of the length of the train, but also because the feed grooves will absorb the air and thus destroy the chance for a rapid rise of pressure in the brake pipe which, at best, is slow at the rear of such a long train. The friction of the pipe is sufficient to be overcome without also having to overcome the absorption of air that is being accomplished by the feed grooves. The feed groove effect plays an important part in any event, but is very much magnified with the conditions cited.

Good Engines vs. Disabled Enginen.

The conditions that confront the locomotive engineer while off duty are, in a

great majority of cases, not what the intelligent engineman would like to have, for circumstances often seem to combine for his discomfort; in fact, it seems at times as if all nature, animated and unanimated, had gone into a trust to defeat the aims of a man who must sleep, when 95 per cent of the rest of mankind are up and doing, doing all they can to prevent the other 5 per cent from sleeping.

After thirty years of experience on different kinds of locomotives and on a number of various railroads, I consider that anything I write on conditions as I have found them, while off duty, will coincide with the experience past and present of almost every brother locomotive engineer throughout our country.

In the language of the politician I shall in this contribution, "hew to the line, let the chips fall where they may." Some of the landlords and landladies of the various boarding and soup houses throughout our vast domain may not take kindly to my remarks. Well, they will have to catch me before they will be able to hang me, and being quite a sprinter I feel safe in taking a chance in this particular case.

Taking up first the matter of boarding houses I can say that I have found a few that had some of the comforts of a home, and on the whole were very good, and that I have run up against a great many that were very, very bad. It has been my misfortune to find a great deal of the sameness in all of the latter a med kind of abiding places. In the language of the poet I have found

"The same old coffee, the same old slop,
The same old baker's goods, of last year's crop;
The same old soup bone in the same old stew,
The same old 'liver pads,' nothing new."

Some of my readers may begin to wonder where the disabled engineer comes in. Well, my answer to that question would be that he is not as badly disabled in coming in as he is in going out after he has had a butting collision with the "grub" and beds found in a great many of the various "hash foundries."

Mickey Dolan, a good engineer, one who had never mustered up courage

enough to ask his best girl to have him, and thereby have a "roost" of his own, did considerable migrating from one boarding house to another, at the various terminals, with results that did not warrant the expenditure of the time, money and effort.

Meeting him one day when he seemed to be looking somewhat blue, I said to him, "What's the matter, Mickey? You are looking kind of 'glum' this morning." "Glum," says he, "Glum don't begin to cover the territory. Jim, I feel like hell." "What's the cause?" says I. "Nothing but cause with oceans of effect," says Mike. "Explain," says I. "I will," said he. "You see, Jim, I got in only an hour ago, after one of the toughest trips I ever made. I had that big 'consolidator,' leaking like a sieve, trying to get over the 'pike' with full tonnage. The rail was as slippery as the 'sow belly' furnished me for supper and lunch, and the fog so thick that a monument might have been carved out of it, and besides, I was badly disabled myself. I was only working one side and it seemed at times as if my valves were out, and the truth of the matter is I feel now as if I was a candidate for the back shop."

"Oh, go home," says I, "and go to bed and get a good rest. You will be called out again before midnight."

"Say, Jim," says Mike, "the man that continually goes up against the combination that confronts him in the average boarding house, and lives, must of necessity have a large amount of cast iron in his makeup."

"I do not quite grasp the situation," says I. "Explain what meaning you intend to convey by the word combination."

"By combination," says Mike, "I mean the 'grub,' the bed, the heat, the noise, the flies, the kids, the neighbor's gramophone, the musical voice of the huckster, the street cars, the whistle of the locomotive opened by the engineman who whistles not wisely, but too well, and last, but not least, the jangle of discordant tones forced out of the piano by some would-like-to-be performer.

"I went up the line night before last,"

he continued, "and had twelve hours in which to rest and 'buck' the combination, and when called to leave on my return trip last night I felt that the combination had worn out and left me with the main rod down on one side and my valves askew, as heretofore mentioned.

"Say, Jim," he continued, "have you ever tried to sleep on one of those beds that look like a profile, or bird's-eye view of the Rocky Mountains?"

"Hundreds of them," says I.

"Ever eat many of those kinds of meal which make a man feel as if he had just returned from the funeral of a dear friend, and expected to leave this 'vale of tears' himself in a few days?"

"Thousands of them," says I.

"Then," says Mike, "I know I have one friend who cannot but sympathize with me in this 'the winter of my discontent.'

"Say, Jim," he continued, "that bed on which I tried to rest yesterday was a corker—a corker in more than one sense—the humps in it resembled huge corks; corks big enough to plug the opening of an eight-gallon jar. There seemed to be only three points of contact between myself and the straw stack, one was under my head, another of extraordinary size under my spinal column, the third under my heels. I was suspended, as it were, and the comfort I derived from my attempt to sleep was about as trying to my spiritual soul as a barefoot test on sand burrs would have been to the soles of my pedal extremities.

"Say, Jim," he continued, "the M. M. and 'Supe' think it strange that a man could possibly fall asleep on duty; they sit in their offices and theorize on road conditions while these conditions are continually confronting me. Too many hours getting over the road and the 'bucking' of the combination has nearly stopped my clock, and I have about concluded to ask for a job working on a sewer."

I met Mike again not long since and asked, "Just come in?" and he answered:

"I've not been out."

"Did you quit?" I inquired.

"Faith, I did," said he, "and I am now the 'chambermaid' in a livery barn, and while I am not making so much money, I have a bed and a good one, and Katie—you know Katie—takes care of that. There are no hills and valleys in it."

"Married, eh?" says I.

"Of course," says he, "and it will be mighty hard times for the two of us before I will ever try another siege of 'bucking' the combination and endeavor to run a locomotive working one side only."

Things were somewhat better with Jack Smith, another "plug-puller" on the same line. Jack was a married man, and had the comforts and discomforts of a home life at the home terminal. He, of course, was up against the combination at the other end of the line, and often seemed to be at outs with everybody by the time he had returned from a round trip. Jack, no doubt, had his troubles, especially on his return trips, and could, if he would, give some interesting data of his efforts to give good service when he felt more like being buried than he did like making an effort to pilot some of the "scrap-heaps" over the line.

Jack came in one morning after an unusually hard journey. His rest at the other end of the division, owing to the various causes heretofore mentioned, had been considerably abbreviated. After looking his engine over, and booking the work, he examined the board and found that he was marked up to go out on 62 at 1 a. m., and as it was then nearly noon, he cogitated to himself as follows:

"Ma will have dinner ready when I get home and as soon as the meal is over I must hustle to the barber shop and get a shave and return to the house and get to bed as quickly as possible, for I must have a good sleep at this end of the line, as I got no rest worth mentioning at B yesterday."

Jack felt quite weary and it was evident from his gait that the elasticity was out of his limbs. When he neared the home the fragrant smell of a boiled dinner—corned beef and cabbage—greeted his olfactory senses. Now, if there was anything more than another that Jack liked

for a "square" it was a boiled dinner. "Ma" knew this, and hence the effort to surprise and please "Pa." Jack was quite hungry and did ample justice to "Ma's" dinner. After "loading up," Jack, as planned, started for the barber shop; he had not gone more than a block before he met Hank Swift. Hank was doing a 15-day lay off on account of being too swift. He had an order to not exceed a speed of 15 miles an hour over a portion of the track where they were changing steel. He ditched the caboose, with two other cars immediately ahead; the conductor and rear brakeman spilled themselves out of the cupola windows and testified at the funeral with the "Supe" that Hank was making 40 miles an hour. Most of the boys, however, thought if the truth were known, Hank was not making more than 25 miles an hour, and that the "con." and rear "shack" were too dead to skin at the moment the leading car went adrift. When Jack and Hank met, Hank commenced to explain the situation. He went into detail regarding the whole event, and Jack, more from courtesy than any desire to learn any particulars, took in the whole "tale of woe" and, of course, sympathized with Hank. When Jack got to the barber shop he waited 20 minutes for his turn. After leaving the chair he took a look at his watch and it was 2:45 p. m. He had hardly got outside the shop when he met three or four more of the boys, and was halted and obliged to exchange the usual courtesies. He was "pumped" as to his interpretation of a circular letter lately issued by the superintendent. When at last he tore himself away from his friends it was 3:25 p. m.

When Jack reached home "Ma" informed him that Tom Jones with his wife and daughter were coming over after supper. They had, "Ma" said, been invited to come some evening when "Pa" was home, and "Ma" said they would certainly have a nice visit, as both Mr. and Mrs. Jones were such splendid entertainers. Jack groaned and began to expostulate and wished the whole Jones tribe in purgatory, and said things that made tears come to "Ma's" eyes; then "Pa"

got ashamed of himself and tried to apologize, and said, "Inasmuch as you have asked them over and ordered some ice cream and cake, we will try and exchange a little feed for entertainment." Jack was somewhat out of humor; he did not feel very good, and told "Ma" that he felt as if he was going to have the grip (Jack's boiled dinner was getting in its work about this time), and said if he was not so hard up he believed he would take a lay off.

Jack went to his room for a rest, but seemed to be out of whack, and his description of his feelings to me was about as follows:

"By the time I was ready to lie down the whole universe seemed to be out of joint. After going to bed I had a light headache and felt as if a millstone of about one ton in weight was resting on my 'bread-basket.' I was extremely nervous and flopped first on one side, then on the other, and tried every other position possible except standing on my head, but got no sleep worth mentioning, and after about three hours and thirty minutes of this burlesque on rest, "Ma" announced the arrival of the Joneses, and when I got out to the dining room "Ma" had a cup of tea and lunch awaiting me, and the principal part of the lunch was some of the cabbage and beef left from the previous meal. Somehow or another, it seemed to me as if the stuff had lost its charm, if not its fragrance and taste, and from that day to this I will cross the street if I happen to run into a zephyr laden with the perfume of boiled beef and cabbage. I tell you, Jim, I have soured on the stuff."

It is needless to say that Jack ate no supper; a few spoonfuls of tea seemed to crowd his capacity, and he felt about as cheerful when he met the Jones family as he would have been had he been ushered into the presence of the dead. However, Jack was in for it, and did the best he could to harmonize the situation.

Tom was a boilermaker who worked daytime at flue-calking, and other light boiler repairs, and while the women "chimed" about style and society events,

the drift of the conversation between Tom and Jack was about the locomotive boilers. Tom said that since the introduction of the automatic air tools he could do three times as much work as he could under the old way of hand work. Jack said that since the advent of the air tools the different "tubs" he had been running strained about three times as much water through their fine sheets as they did in the old days, and in consequence it took him about three times as long to get over the road.

The conversation was getting heated and somewhat personal, when "Ma" suggested that Marie, Tom's daughter, play and sing something. Jack wondered how much longer they were going to stay. His mind was continually reverting to the "caller" and his call like the man condemned to be hung. Jack was growing more and more uneasy, as his time grew shorter.

Marie started for the piano, and poor Jack groaned almost audibly. When Marie got squared before the instrument, she got the loud pedal down and started to play and sing "Under the Old Apple Tree," and Jack half wished he was under the sod. After some further jangle of chords and discords "Ma" brought out the ice cream and cake. Jack, more to show his sociability than for any desire to eat, partook quite freely of the congealed fluid, the pound cake and angel's food. As far as Jack was concerned, the eating of the stuff was like adding fuel to flames, and in his talk to me afterwards, said that he was quite positive that the reason one chunk of the dough was called pound cake and the other angel's food was because one square inch of the first named would weigh a pound, and the other would make an angel out of anyone who was fool enough to eat much of it.

After the lunch Mrs. Jones said they would have to go, as she had to get up early to get Tom off to his work in time. "Ma" said, "What's your hurry, it's not late. Won't you sing just one song before you go, Marie?" Jack nearly fainted, but still showed a brave front to the enemy. Mrs. Jones insisted and Jack

and "Ma" were left alone as the clock struck ten. Jack was out of humor and said some words about the Jones family and other things in general that would not look good in print. "Ma" cried, and Jack started for his room to get two hours' rest. The boiled dinner was still with him, and the added mixture of cream and cake, together with the thoughts of what he had said to "Ma," proved a combination too much for Jack's physical makeup and another two hours' tossing was the sum total of results.

Jack was called at the time expected, and was told by the caller that he got 352. This was quite pleasing to Jack, for the 352 was the best steamer on the road and was out of the back shop only six weeks. Jack took his lunch bucket and started for the roundhouse, and he told me afterwards that "the thing never before seemed to be so far away." Jack got ready for his run as quickly as his condition would permit. The fireman neglected needed rest the same day and was somewhat "grouchy" when asked to do anything not strictly in his line of work. The fact of the matter was that Jack was down on one side with a cracked steam chest and flues stopped up, and the fireman had lost a valve and his steam pipes were leaking.

Train 62 got away on time. About 20 miles up the line Jack began to have trouble keeping awake, and took the "grub" bucket out of the seat-box, thinking it might help matters if he would eat something. When he lifted the cover he found some more of the boiled dinner and immediately dumped the bucket and contents into the firebox.

At a small station called M, about 35 miles out, he got a "will meet" order, reading trains 62 and 53 would meet at J, and that 62 would take the siding. Jack was awake and shut off steam nearly a mile from J and took hold of the handle of the brake valve with the intention of gradually bringing the train to a stop before reaching the switch. The fireman climbed onto the seat-box when Jack shut off, and was taking a tour through dreamland before the train had drifted 20 car lengths. The head brakeman, as usual, was mak-

ing spasmodic efforts to polish the toes of his shoes with his nose. Jack drifted—outraged nature had at last asserted herself. When the driving wheels struck the switch rails Jack "came to," and the first thing that greeted his sight was 53 pulling up the main line about 40 car lengths away. Jack's train had gradually slowed down and when the brake-valve handle went into emergency position they were not moving over 25 miles-an hour and had the crew on 53 realized conditions and immediately stopped, it is possible that the two trains would not have collided hard enough to have proven serious. Jack called to the fireman and jumped and brought up head first against a switch tie, cutting a gash over his right eye that took five stitches to close up. No injury to the rest of the crew—damage about \$2,000. In a future number I will tell you more about Jack.

I have not drawn entirely upon my imagination in telling you the stories of Mike and Hank. I believe were all the enginemen of our country standing before me, and I should say to them, "All present who have, to greater or less extent, experienced the trials, discomforts and conditions told in the story of Mike and Hank, hold up your hands," there would be a sea of hands before me.

No locomotive engineer, no matter how learned, can give his best service when he continually violates nature's laws. A good engine cannot remedy the defects of a disabled engineer.

J. W. READING.

The Top Wear in Cylinders.

ANGELS CAMP, CAL., March 1, 1905.

EDITOR JOURNAL: Some time ago a question appeared in the *Railway and Locomotive Engineering* as to why piston rings and cylinders of locomotives have a tendency to wear more at the top than at the bottom. The answer given—that the cause was probably due to guides being lined too low, or the unequal pressure of piston rings, etc., though good, hardly covered the ground.

The packing rings—sectional or otherwise—and the piston rods and cylinders

of all horizontal engines whose crank pins when moving above the central line turn toward the cylinders, as in the case of a locomotive going ahead, sustain like the crosshead the greatest friction on the upper side, and if an engine is heavily loaded, the top wear will in a short time be considerable if the cylinder lubrication is not constant and plentiful. The cylinder of a vertical engine is free from the weight of its piston, but the side pressure of the piston, like that of the crosshead, is unequal—the strain being greater on the right or left side, according to which motion the engine is running. In either motion, however, the difference between the pulling and pushing of a piston induces more cylinder friction on one stroke than on the other.

A locomotive crosshead rises, so to speak, on both strokes (engine going ahead), but the upward pressure of piston is greater on the forward or pulling stroke than it is on the back or pushing stroke, and the amount of piston pressure on the upper wall of cylinder depends upon the speed, resistance of load and weight of piston—the faster the speed, heavier the load and lighter the piston, the greater will be the top wear, especially if priming occurs, when oil should be fed to the cylinders as rapidly as possible, which will enable the engine to use less steam, and thus reduce the priming by slowing the current between the boiler and the steam chests. There is no more disagreeable sound than the groaning of pistons and valves in distress, the vibration from which afflicts the whole anatomy of an engine, causing rough riding, loss of temper and undue consumption of fuel. If priming results from bad water or other causes, it cannot always be helped, but the evil can be remedied by a liberal flow of valve oil to the cylinder at the beginning of the trouble.

The crosshead and piston rod are in one sense extensions of the piston, all rigidly connected and moving in the same plane; but if there were a knuckle joint between the crosshead and piston rod the piston would rise while pulling the crank pin

through the upper half of its revolution, because the pulling stroke of piston tends to bring it and the wrist pin connections of main rod into horizontal line or on a level with the crank pin, as at the front dead-center point. If a crank on one side were placed on the upper quarter and the drivers blocked so they could not move, the piston and crosshead on that side, if unconfined by top guide and cylinder, could be moved ahead to the extent of drawing them and the main rod into a straight line.

If a crosshead is allowed to run with too much space worn between top of shoe and guide, the upper side of piston rod will suffer from the upward strain of the forward stroke, and the back stroke will raise the crosshead and cant the piston, especially the starting load. Assuming that the top shoe and guide are either adjusted or worn enough to permit undue elevation of the crosshead—a condition most conducive to top wear of the rod and piston—then the difference in the reciprocating strokes is that the back stroke pushes the crosshead upward and out of line, and the forward stroke pulls it upward and the piston up into line with the crosshead—that is, the forward stroke will so raise the piston if the upper sides of packing gland, rod-bore, and cylinder are so badly worn that they do not interfere; if they do interfere, the upward strain of pulling stroke will be greater on the piston and rod than when the crosshead runs true and each of the three parts bears its share of the top friction.

With crosshead properly lined, a locomotive piston will not "drag" on the back stroke when the engine is under way. The greatest pressure on the upper wall of a cylinder is due when the crank arrives at the top quarter, where the pin reaches the limit of its travel from the central line of motion, and the shorter the main rod in proportion to the length of crank the greater will be the strain on crosshead and piston at this point of the forward or pulling stroke, causing unequal wear at central part of cylinder if lubrication is poor.

The foregoing refers to the "under" or go-ahead motion of a locomotive with horizontal cylinders set at the front end. This motion is the proper one for horizontal engines, so far as wear of crosshead and cylinder is concerned; for when the "over" or backing motion of a locomotive is employed the resistance of load pushes the crosshead down on the out-stroke of piston rod and pulls it down on the in-stroke of rod; and the pressure exerted on the bottom of cylinder and lower guide by the pulling stroke is increased by the weight of the piston and crosshead.

If an engine be reversed after closing throttle and thus be converted into an air compressor, so long as the drivers turn forward or until something breaks, the effect on the crossheads and pistons will be the same as though the engine were running backward—the momentum driving the pistons against resisting air transfers the pressure of crosshead to lower guide, the back stroke of crank becomes the pulling stroke, and the compression in the crank end of cylinder pulls the piston down with the crosshead.

I have endeavored to show that a piston is subjected to about the same lateral strain that a crosshead is, and that the cylinder lubrication should be constant and plentiful to insure economy. If any reader thinks otherwise, it may be pertinent to say that a locomotive piston presses heavier on the bottom of the cylinder than it does on the top when steam is shut off and the engine is not in motion; how, then, could the pressure and wear be greater at the top unless the piston rises when steam is applied and the engine set at work?

FRED W. CLOUGH.

Valve Motion.

As far back as memory reaches the writer has heard this very familiar remark that may be so often heard today, "She has good valve motion," or, "poor valve motion," whichever is supposed to most aptly fit the particular case referred to. To the valve motion is often credited all

the merit for good performance, as well as all the blame for the opposite kind. Where the faith is strong, facts are of course immaterial, and while it is clear that criticism will not dispel illusions that have taken root in the minds of men for generations past, and are carefully preserved up to the present day, yet it is interesting to note the prevalence of that faith, and is sometimes really amusing to hear that mystifying remark made in explanation for the failure of some ill-proportioned, badly conditioned, and unskillfully managed engine—"She's got poor valve motion."

The boiler may be too small, the draft appliances of wrong design, or improperly adjusted, necessitating in either case the use of a too small nozzle, thus restricting power of engine in a measure; the wedges may be anywhere, allowing main boxes to be slammed back and forth in the jaws of frame, thus very materially affecting the distribution of steam in cylinders, as the eccentrics which control the valve motion (being on the main axle usually) are subjected to the same motion as the boxes. The engine may be running to one side, cutting flanges so as to cause considerable resistance; her valves may be out of square and cylinder out of true. She may be burdened by any or all of these ills in addition to poor handling, which frequently follows conditions referred to, and is indeed the crowning fault, and yet her failure to render first-class service is frequently charged to "poor valve motion."

The writer believes the difference in performance of engines to be more a matter of men than anything else. The man who does good work with an engine, not today nor yesterday, but every day and all the time, must necessarily keep his engine up; while the indifferent runner almost invariably has an indifferently kept engine. The good engines are those that are properly cared for and skillfully handled; the poor ones are those lacking both care and management, and this rule applies so truly that the exceptions are exceedingly rare, in spite of a widespread belief that "valve motion" is the ruling factor in the performance of locomotives. T. P. WHELAN.

Pump Stopping One Minute.

TRENTON, N. J., Oct. 8, 1905.

EDITOR JOURNAL: Brother W. A. in his question on air pump failure in the October number of our JOURNAL, did not say the size of pump or amount of steam pressure, but I should judge it was an 8 inch pump with 120 or 130 pounds steam pressure. The only thing I know of that would cause the pump to act in such a manner is an obstruction in the discharge pipe. The obstruction has been such that it would allow but a small quantity of air to pass it and register 10 pounds on gauge, but on the air pump side of the obstruction the space being small, the pressure would mount up so rapidly that it would exceed steam pressure and stop the pump. During the time (one minute) the pump was at rest, sufficient air would leak past the obstruction to lower the pressure, so that the pump would start to work to be again stopped when air pressure exceeded steam pressure. Yours fraternally,

B. R. DIXON, Div. 373.

Bushing Will Turn.

PORTSMOUTH, O., Oct. 10, 1905.

EDITOR JOURNAL: Please allow me space to state that Bro. H. D. Hall is wrong in his opinion that it is impossible for a cylinder bushing to turn. I saw one that had turned on the N. & W. Ry. It turned at Peeples, with Bro. W. J. Ritter, and was a complete puzzle to all.

Yours fraternally,

E. A. LINDSEY.

Change of Train Schedule.

NEW ALBANY, MISS., Oct. 7, 1905.

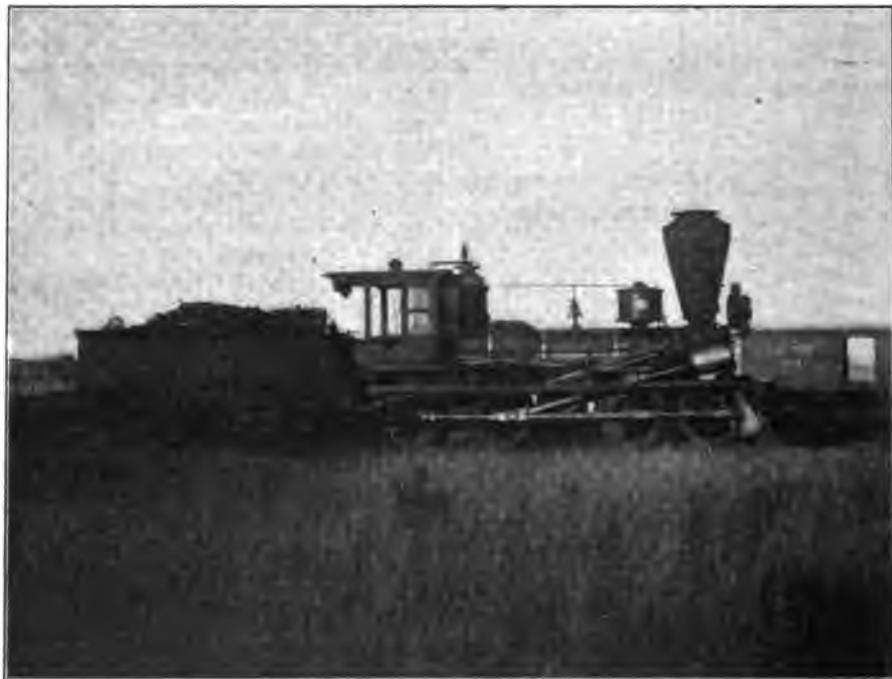
EDITOR JOURNAL: I would like to ask Brother Murphy of Div. 139 in regard to the change of time card, what he is going to do with the rule reading no more than one train of the same number can run over the same piece of track on the same date. If No. 1 of the old time table takes the schedule of No. 1 on the preceding table, how can the other fellow proceed? How is he going to register at the terminal? B. B. DAVIS, Div. 140.

Oldest Locomotive at Work.

CAMAQUEY CUBA, Oct. 11, 1905.

EDITOR JOURNAL: In looking over the JOURNAL for October I notice an old engine and I send under separate cover a photo of an engine for which I claim honors. This engine was built by the M. W. Baldwin & Co. about 1847, and is still in actual service, being in charge of a native engineer for 28 years and now in charge of the writer. This engine is equipped with hook motion and for the benefit of those

part. This stack was for wood, but now it burns coal. The engine has no engine truck such as are now used with modern engines, wheels being all of the same size and connected by driving rods, four pairs of rods being necessary to connect up engine. All or nearly all of the original engine is still in service as sent from the works. Great credit should be given the Baldwin Locomotive Works for so creditable a piece of machinery being in service for over half a century, and it is said that the Baldwin Company has offered



BALDWIN LOCOMOTIVE BUILT IN 1847.

not familiar with this motion, I will give a few details. The engine has six eccentrics, two on each side for ordinary steam admission and one for exhaust, making six in all, two reverse links, one for steam admission and one for exhaust; cylinders 16 x 26, double boiler head (an idea in vogue in the early days of locomotive building); two scales for safety valve, also left engine being lead engine. By the photo you will notice the large stack, which is 7 feet 4 inches in height and 4 feet 6 inches in diameter at the largest

the Cuba Company a new engine for her, but the Cuba Company seems loath to part with this relic of early locomotive building.

FRANK ECHARD, Div. 200.

Interest in This Department.

No practice will conduce more to fix in the mind what we learn than the practice of writing for the JOURNAL, as we not only set the mind at work, but study references and fix in mind the correct idea and we hope the Brothers will write for their own good and good of others.

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NOVEMBER, 1905.

A Word to the Wise.

Under the above heading the Editor of the *B. of L. F. Magazine* writes five columns, and that the subject may be better understood and a better knowledge gained as to who is the aggressor, we quote the following from the editorial:

There is nothing that is more essential to the happiness of the human race than peace and harmony amongst individuals and nations. There is nothing more essential to the successful attainment of the aims of organized labor than goodwill and co-operation amongst the individuals and bodies of individuals constituting it. These facts are self-evident, yet quarrels have not been discontinued between individuals nor wars between nations; neither has the time arrived when differences between bodies of organized wage-earners have ceased to arise. In all conflicts one of the parties to the controversy must necessarily be the aggressor, and the nation, labor organization or individual who, when assailed by an adversary, fails to assume the defensive, must stand convicted of cowardice in the eyes of the world, and forfeit that respect and confidence upon which success, if not existence itself, depends.

No organized body of men was ever more desirous of maintaining peace and harmony with mankind in general, or of extending the open hand of warm good-fellowship to sister organizations in particular, than is the Brotherhood of Locomotive

Firemen. Conservative, tolerant and generous, it would rather brook an injury than resent it; but when assaults are insidious, continuous and pre-meditately calculated to injure its most vital interests and impair its efficacy in carrying out its mission of protection by obstructing its free exercise of the sacred duties it owes its individual members—when silence, born of a love of peace and harmony is mistaken for submission and becomes liable to assume the appearance of cowardice, it proposes to assert itself, and with a determination strengthened by the consciousness of being absolutely in the right, and with a power at all times judiciously exercised and wisely directed, defend by the use of every honorable means at its disposal those rights, interests and principles dear to it as life itself, no matter from what source such assaults may be directed, or who the assailants may be. Since occasion has arisen to justify the foregoing declaration, it is but right that the membership should be familiar with the situation which prompts it as it exists.

In Official Circular No. 7, appearing in the August issue, the Grand Master states that numerous inquiries have reached his office from members of our Order who have joined a sister organization at the earnest solicitation of the members of the latter, as to whether or not they can be expelled therefrom in the event they fail to withdraw from the Brotherhood of Locomotive Firemen within a period of ninety days or at any other time after joining said organization, and with a view to correctly informing such members stated that the question had been carefully gone into by our legal department, same having advised that section 27 of the constitution of the said sister organization was wholly insufficient and incapable of being construed so as to warrant or impel any division or officer of the said organization to expel a member therefrom simply because he refuses to sever his connection with the Brotherhood of Locomotive Firemen. He states further that an expulsion of this kind attempted or actually carried out would be absolutely illegal and void, and that our Brotherhood stands ready to assist its members in enforcing their rights in the premises. Legal proceedings have already been instituted with a view to this end.....

Membership in the Brotherhood of Locomotive Firemen constitutes a weighty consideration in favor of an applicant seeking admission to other organizations, and why men should surrender such an advantage as a condition to joining an order composed of other railroad employees who are their constant companions and associates in the performance of perilous duties, and in whose comradeship they constantly face danger, and many of them meet death, can not be explained on any fair, reasonable or justifiable grounds.....

The Brotherhood of Locomotive Firemen, as stated by Brother Maier, has always supported the Brotherhood of Locomotive Engineers loyally and unflinchingly when it was in the right, and will continue to do so. But we do insist that its attitude towards our organization should be one of consistent courtesy and fraternalism compatible with the

close ties that bind the members of each together in their daily associations. As before stated, we want peace, harmony, good will and uninterrupted co-operation—providing we can enjoy such conditions with honor to ourselves.

First of all we desire to say that there is no disposition on the part of the engineers to quarrel with the firemen, and under no ordinary circumstances would we use the columns of the JOURNAL in a discussion of any differences that might arise between engineers and firemen, who certainly ought to be friends. It is bad enough to know ourselves that there is any disagreement, without crying it out from the housetops for the edification of those not of us, and who perhaps may read of it with great satisfaction, possibly believing it means that by working one against the other, the usefulness of both as a means of redress of wrong will be at an end. But since there is so much of the vindictive in this editorial and the letter from Third Vice Grand Master Maier we feel that it is necessary to use some space, not to foster a quarrel, but to state a few facts relative to the causes which induced the enactment of law found in our constitution of which the firemen complain, coming more from misconception than fact. If the B. of L. E. would do just what the B. of L. F. wanted them to do, and let the B. of L. F. do just as they pleased in encroaching upon the natural province of the B. of L. E., we suppose we would have that peace the Editor desires. However, for the sake of a better understanding of the causes which led to the enactment of laws of which they complain, and to better understand who is the aggressor, we will go back to 1884 when the first law of which they complain was enacted. There was no restriction then, and a large part of the members of the B. of L. E. belonged to both orders, and the ill feeling created by it was of a local nature, and bickerings and blackballing from the dual membership was quite common in both orders, a fireman applying for membership in the B. of L. F., disliked by the engineers who held dual membership, the door could be easily locked,

and an engineer the fireman did not like could be just as easily barred from membership in the B. of L. E. The action of the San Francisco convention, however, came from a concerted action on the part of the dual members to elect delegates to that convention, and they succeeded to such an extent as to make such legislation as the B. of L. E. desired almost impossible, and the resolution adopted at that convention, which angered the dual members to an extent that some withdrew from the B. of L. E., could not be passed until the last day's session, though many efforts had been made from the time it was demonstrated that nearly half the delegates were member of both orders. That resolution reads, "That no member of the B. of L. E. who is also a member of the Brotherhood of Locomotive Firemen shall be eligible as a delegate to the G. I. D. B. of L. E." Who was the aggressor in this instance? If the B. of L. E. was to conduct business in the interest of those it represented, what else was left for them to do? The delegates at San Francisco felt that the best interests of the B. of L. E. were jeopardized by dual representation and met it with the only cure—the election of members of the B. of L. E. with undivided allegiance, to make laws for engineers. This was no evidence of ill feeling toward members of the B. of L. F. It was a necessity forced upon them by the aggressiveness of the dual members. It was two families under one roof and the house was not large enough for both and live in peace. We believed then, and do now, that the best interests of both orders are best conserved by engineers legislating for engineers and firemen for firemen, and we are quite as sure that if the B. of L. F. convention should have a sufficient number of dual members attend their convention to throttle legislation in the direct interest of firemen, they would exclude the dual members, as did the San Francisco convention.

The next thing they complained of, and perhaps more strenuously, was the action of the following convention at New Or-

leans in 1885, when the convention enacted an addition to the qualification for membership in the B. of L. E. as follows: "and is not a member of any other labor organization at the time of his election." This was not intended to harm members of the B. of L. F. in the least. The writer, as a delegate, voted for this measure, and we do not believe that any fireman who was ever associated with him or was in the same locality where his influence was felt, will say that he had not always been a friend to them. On returning to his own Division he told the dual members why he thought it best that they should be under a single obligation; that they should not occupy the position of go-betweens, and they withdrew, and both felt it for the best. But to better understand why the law was enacted, a little more history is necessary.

The B. of L. E. has always stood for the absolute maintenance of contractual relations with every employing company who would make contracts to govern pay and conditions, and at the period of the New Orleans convention, the Knights of Labor were a large factor in organized labor affairs, and many members of the B. of L. E. had joined them, and other engineers not yet members of the B. of L. E. were members of the K. of L., and it was felt that this dual membership and obligation was not only incompatible with the interest of engineers, but would make our obligation to contract a nullity in case of a strike of other orders to which such members might have obligated themselves. Whoever was at the New Orleans convention will remember that there were no reflections cast upon the B. of L. F. and, on the contrary, that they were enlized by many who took part in the debate of this important proposition; but the majority, recognizing that the K. of L. occupied a large place in the affairs of organized labor, did not desire to antagonize them by making a specific law applying to the K. of L. only, and, as a compromise, enacted the law that applicants for membership must not be elected to membership if a member of any other labor organization, and we do

not believe that law or, others of a like nature which have followed, have been of the slightest injury to the B. of L. F. as an organization protecting the interests of those for whom it was organized—locomotive firemen. The present Secretary and Treasurer of the B. of L. F., Bro. W. S. Carter, in a letter to the B. of L. F. magazine in January, 1894, page 64, said an undeniable truth in a paragraph which reads:

"The lack of harmony between labor organizations can be ascribed to three causes: 1. Personal ill feeling between representative grand officers. 2. *Mixed organizations infringing upon class organizations.* 3. *Trivial incidents that will arise just as long as man's humanity to man is a characteristic of Adam's progeny.*"

In the magazine of February, 1896, page 128, while Bro. Carter was editor, in answer to a tirade of Eugene V. Debs against the old railway orders, he said: "*Class organizations are the only labor organizations that will endure. The printers, the carpenters and the bricklayers are going up hill, while organizations based on the principles of the A. R. U. are going down hill.*" That is just what the B. of L. E. has thought of dual obligations, and our position does not come through any ill feeling toward any laboring class. That man who subscribes by oath to the law of one labor organization, subscribes to the cardinal principles of all, and will not be found doing that which is detrimental to any other class; but we may well be skeptical as to the value of an obligation to two or more masters.

With the dual organization of engineers and firemen in England, having an age nearly equal to our organization, they acknowledge that they work today for the same wage they did 40 years ago, with many added responsibilities. The Amalgamated Society of Railroad Servants has fared no better, and a writer in *The Locomotive Journal*, Leeds, England, of October, 1905, page 480, "after discussing conditions of 'we railroad slaves,' I may call ourselves," tells what the spinners have accomplished, and asks, "Why?" *Simply because they are combined in their own par-*

ticular union to a man. The spinners don't quibble about the combination of all the workers in the mill; they simply join their own society and believe in their own strength. To all locomotive men I would say "go thou and do likewise."

We not only believe in every man belonging to that order his labor represents, but that he should take a single obligation to that, and that none but singly obligated defenders of that class should be allowed to represent them in a business way. That man who is obligated to more than one interest must be very astute to make both interests believe he is loyal, and they often go to extremes detrimental to both, in an effort to prove loyalty to the one he is put in position to defend. This truth can be verified by pointing to specific incidents where dual membership has not only created great cost in time on committee work, but at a cost of benefits received to both organizations. This accounts for the law in our statute books prescribing against any member of the B. of L. E. serving on a committee representing members of the B. of L. F. and vice versa.

Now, as to official circular No. 7, which our Brother Editor quotes, we unhesitatingly say that it emanates from a vindictive spirit, and that there is nothing fair or even commendable in it, and we very much doubt its approval by a majority of the members of the B. of L. F. In conformity with this circular, their legal department was called into service in New Mexico enjoining Div. 251 from expelling a member who joined the B. of L. F. in violation of his obligation to the B. of L. E. Brother Donnelly withdrew from the B. of L. F. years ago, and was insured in the B. of L. E., and had ample opportunity to take all of its insurance if he desired, but failed to do so until age limit prevented giving him more policies, so he makes application to the B. of L. F. and is accepted, and of course Div. 251 applied the law and the attorney, under instructions of the Grand Officers of the B. of L. F., enjoined the Division from expelling him; and in order to get standing in court declared in his petition that

the B. of L. F. was not a labor organization. The injunction was not granted, but the animus was clearly shown in the attempt to interfere and annoy the B. of L. E. They charge that the B. of L. E. are coercing their members and compelling them to join the B. of L. E., and they call that the closed door. Let us see how much truth can attach to that statement.

To say that any man is compelled to make application for membership in the B. of L. E. will appear ridiculous to anyone with any knowledge of the facts, and if one had any serious objections to what is contained in the application, he would not be at all likely to sign it. The fact that he does sign the following blank application, which reads as follows:

Proposition for Membership

In The Brotherhood of Locomotive Engineers.

To the Officers and Members of Division No.

I, the undersigned, being a Locomotive Engineer..... years' experience, running on the Railroad..... years of age, can read and write, residing in the of do hereby offer myself as a candidate for the mysteries of the Brotherhood in your Division. I am not a member of any other labor organization, except..... and I agree, if admitted, that I will withdraw from all other labor organizations within ninety days from the date of my initiation into the B. of L. E. and will abide by and conform to all the provisions of the Constitution and By-Laws of the Order, and will take out and carry one or more policies in the B. of L. E. Mutual Insurance Association.

is evidence that he desires membership. He must have run an engine long enough to demonstrate that he is a qualified engineer, and his character must meet the approbation of the members of the B. of L. E. before he can be elected to membership. The ninety days in which to withdraw was given so as not to jeopardize the insurance of the applicant if he should fail at his medical examination or election as a member of the B. of L. E.

We do not think that it will be denied that in signing this application he binds himself to abide by the conditions and law of the order to which he asks admission, and now we would ask, if an engineer applies, obligating himself as he does in signing the application, and signs it with the deliberate purpose of violating not only his word in signing the application,

but his solemn obligation taken when initiated, if the officers of the B. of L. F. can commend their own action in putting their legal department at work in an effort to defend such palpable fraud? Are they trying to secure justice for men who are void of honor, or are they doing this to be vindictive and resort to every means to disturb social relations, and widen the breach of their own making? The Editor says they want peace, but from their present attitude, it must, of course, come at any price to the B. of L. E. if there is peace. 'But we believe we are doing that which is for the best interest of both orders, that success is best conserved by each belonging to the organization his work represents, that in committee work and in all official places, engineers should represent engineers and firemen represent firemen; then the interests of each will be honestly looked after and good-will maintained. Dual membership is the cause of the ill-feeling on the part of the B. of L. F. and the only cure is to discontinue the dual obligation, an untenable position for any man to occupy.

Third Vice Grand Master Maier, under the heading of *The Question of Jurisdiction, or A Victory for the Open Door*, occupies twelve pages of the magazine, much of which is directed to the officials of the Northern Pacific road. Space will not permit a reproduction of his long article, so we will be content with comments on some of his most salient points. In the beginning he says:

I wish to refer to the *Open Door* policy of the Brotherhood of Locomotive Firemen, which means the right of our organization to represent its engineer members in matters of grievances before railroad managements.

That various efforts have been made by our sister organization—the Brotherhood of Locomotive Engineers—to have the "closed door" policy put in force and effect is a well-known fact, several attempts having been made during very recent years to have railroad companies adopt such a rule.

The open and closed door suggested in the above would seem very far fetched. We had supposed the closed door meant no employment unless they were members of the labor organization demanding that the door be closed. We will cite one

of a number of cases of the door being closed by a B. of L. F. committee. In 1886 the firemen and engineers' committee on the Erie Road met the officials. Several of the firemen's committee were engineers and, as we have said before, were in that questionable position that they must be rabidly radical to prove their loyalty to those they represented. At all events, the firemen's committee demanded that the doors be closed against the hiring of engineers and that all men be promoted, they would not recede from it, and the doors were closed and remained closed. This policy was followed to such an extent that the Atlanta convention appointed a committee to meet the delegates at the firemen's convention in Cincinnati and see if some arrangements could not be reached whereby engineers out of work could find an opening, but the majority were opposed to making any concessions. This is what we understand as closing the door.

The members of the B. of L. E. are not attempting to deny any man place, but we believe we are absolutely consistent, so long as the influence of the Brotherhood of Locomotive Engineers secured the contracts under which engineers serve, in demanding that it be their province to see that the contract is lived up to, and in doing this we are not encroaching upon the province of firemen, and when we agree to look after the grievance of every engineer, when asked, and whether a member of the B. of L. E. or not, it cannot have much of the element of the closed door in it, and cannot possibly harm members of the B. of L. F. who are still pursuing the duties of locomotive firemen.

Brother Maier asks:

Is it because the engineers are so anxious to take up our grievances, or that they are particularly interested in the future welfare of ourselves or our families that they are making this demand? . . . We cannot believe so. The indications are that the idea emanated from a few who were actuated by selfish motives, possibly not realizing the enormity of its injustice or the effect that would follow.

To his first proposition, the B. of L. E. in demanding that engineers look after

the welfare of engineers are indirectly doing that which is for the welfare of locomotive firemen, for they are the natural heirs to all the good we can create. As to his second proposition, we would ask Brother Maier to turn the searchlight upon himself and see if he does not find personal aspirations, as his own motive rather than the best interest of Locomotive Firemen he officially represents.

Again he says:

We have been informed of numerous cases throughout the country where they have served notice on engineers who were members of both organizations to withdraw from the Brotherhood of Locomotive Firemen, under penalty of expulsion from their order. Is this in accordance with American principles and American ideas of liberty?

Brother Maier is not fair either to the engineers or firemen in making such ambiguous half statements. He leaves out the cause and, of course, with the purpose to deceive. The expulsions alluded to are for violation of a solemn obligation which was made in making application and in obligating himself when initiated. Even in Brother Maier's extremity to find excuse for his vindictive attitude, will he maintain that he is representing the general sentiment of the members of the B. of L. F. in defending men with so little honor that their obligation is a lie, and will he maintain that the members of the B. of L. F. desire their legal department to be put at work and their money spent to compel the B. of L. E. to accord membership to such violators of their word of honor? We cannot believe he represents the sentiments of the B. of L. F., whose members are as honorable as any other class of men and who would not tolerate dishonor in their own ranks. No man is compelled to join the B. of L. E.; he always applies of his own free will and obligates himself both in his application and obligation when initiated, and the courts sustain the laws governing voluntary associations, and we will continue to put in force the law governing the Brotherhood whenever there is infraction or violation of obligation, and if our members comply strictly with our law in enforcing it, we need not

be afraid of the courts, whoever is behind the prosecution.

Wrong coloring has been given to controversy over jurisdiction in several places, and that it may be better understood, we append the following relative to the N. Y., N. H. & H. and Great Northern railway.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

NEW HAVEN, CONN., March 20, 1905.

"Supplementing circular of February 13 (signed by the First Vice President, approved by the President), regarding the company's position in the matter of the controversy between the General Committee of Adjustment of the engineers and the General Committee of Adjustment of the firemen, I am glad to advise that a settlement satisfactory to both parties has been arrived at.

"For the information of the public and the employees in the train service of the company, the following statement is made:

"On February 14, Mr. Shea, Second Vice Grand Master of the Brotherhood of Locomotive Firemen, and the Firemen's General Committee, met a committee of five of the directors of this company and went over the points at issue with that committee.

"The committee of directors, after earnest consideration of the matter, decided as follows:

"Mr. Timothy Shea, Second Vice Grand Master, Brotherhood of Locomotive Firemen:

"Dear Sir: Agreeable to promise made by the special committee of the board of directors at the hearing with the Committee of Adjustment of Locomotive Firemen, held at Grand Central Station, New York, on Tuesday, February 14, 1905, the committee advises you of its conclusion as follows:

"The question at issue is the following:

"That in the case of engineers who have been disciplined and are members of the Brotherhood of Locomotive Firemen, upon taking an appeal from the decision of the officers applying the discipline to a higher officer, that a com-

mittee of engineers, members of the Brotherhood of Locomotive Firemen, should take up his case with the management instead of the Engineers' Adjustment Committee.

"The Committee have carefully considered the statements made at the hearing, having examined the records of the company in regard to the question at issue, and having consulted with the officers of the company concerning the same, has reached the following conclusions, namely:

"That any aggrieved engineer is guaranteed an opportunity to be represented by an advocate before the officers of the company, by the provisions contained in Article I. of the schedule made with the locomotive engineers in our employ, in effect January 1st, 1904, in which article it is provided that 'All engineers will be given a fair chance to defend themselves against charges in holding investigations. All engineers who are interested will be allowed to choose a disinterested engineer to represent or accompany them on boards of investigation, if they so desire, when an appeal is made after the first investigation.'

"The committee is in entire accord with the position taken and decision rendered in this matter by the President and executive officials charged with the operation and management of the company's railroad, namely, that the claim of your committee cannot be conceded and believe that this decision is for the best interests of the company.

"The decision of the President and executive officers, as already communicated to you by them, is therefore sustained.

"Yours truly,

(Signed) "CHAS. F. BROOKER,

Attest: "Chairman.

(Signed) "JOHN G. PARKER, Sec."

"Representatives of the firemen then went before the National Civic Federation in New York, but after two hearings the National Civic Federation decided that the case was not one which they could adjust.

"The firemen then, as had been suggested to them by the executive officers of the company months previously, during

their conferences on the subject, requested the engineers to hold a joint conference which was granted by the engineers, and as a result of this conference a joint communication was finally submitted to the company proposing that the phrase in Article I. of the company's agreement with its engineers, which now reads:

"'All engineers who are interested will be allowed to choose some disinterested engineer to represent or accompany them'—be changed to read:

"'All engineers who are interested will be allowed to choose one or two disinterested engineers to accompany and speak for them on boards of investigation, if they so desire, when an appeal is made after the first investigation.' And with an addition to Article I., to read as follows:

"'It is further agreed that in event engineers selected as per Article I. fail to adjust grievance, the matter can be taken up and disposed of in accordance with the practice now in vogue on system, the case to be disposed of under the supervision of the engineers selected.'

"To this the company assented carrying out the position that it had assumed from the first; that it was willing to make such a change in Article I., provided the engineers would give their assent, but not otherwise.

"The company's assent was given upon the following conditions:

"1. That for the sake of clearness the phrase in Article I. at present reading 'on boards of investigation' be changed to read 'before boards of investigation' and that the words 'in the employ of the company' be inserted after the words 'disinterested engineer.'

"With these changes Article I. will read:

"INVESTIGATIONS.

"All engineers will be given a fair chance to defend themselves against charges in holding investigations. Superintendents and Master Mechanics will be careful to get all the information possible and hold investigations as soon as practicable. Engineers who are suspended and afterwards found innocent at the time of the original investigation shall receive pay for the time lost. All engineers sus-

pended will be notified of the cause and length of suspension in writing.

"All engineers interested will be allowed to choose one or two disinterested engineers in the employ of the company to accompany and speak for them before boards of investigation, if they so desire, when an appeal is made after the first investigation.

"It is further agreed that in event engineers selected as per Article I. fail to adjust grievance, the matter can then be taken up and disposed of in accordance with the practice now in vogue on system, the case to be disposed of under the supervision of the engineers selected.

"2. That Article I. of the company's agreement with its firemen shall be changed to correspond with the amendments proposed to Article I. of the company's agreement with its engineers.

"3. (a.) It is agreed, both by the Engineers' General Committee of Adjustment and by the Firemen's Joint Protection Board, that inasmuch as it has been previously ruled by the company that firemen or the firemen's committee cannot be permitted to handle cases of engineers, it must be agreed that engineers cannot handle cases of firemen.

"(b.) This means that the regular Engineers' General Committee of Adjustment cannot handle cases of firemen, and also means that the firemen's committee must consist entirely of firemen in the employ of this company, and should any fireman serving on the firemen's committee be promoted to the position of engineer he shall retire from the firemen's committee at the expiration of his term as a committeeman.

"(c.) Should any engineer serving on the engineers' committee have to go back to the position of fireman for any cause whatever, he shall retire from the engineers' committee at the expiration of his term as a committeeman.

"4. In the case of an engineer temporarily going back to duty as a fireman, while he is serving as a fireman, his case will have to be taken up and handled in accordance with Article I. of the firemen's schedule as amended.

"5. The paragraph that has been added on to Article I. in the schedule with engineers and in the schedule with firemen, means that any engineer or fireman who desires to appear before the officials must have the opportunity to elect whether he shall appear, if an engineer, through the regular engineers' committee or with one or two engineers of his own selection, and he must adhere to the same method until his appeal has been finally decided upon. He cannot elect to be accompanied by one or two engineers before one official and later appear before the same or another official with the committee, or vice versa.

"The same method to apply to firemen desiring to appear before the officials.

"The above conditions have been accepted by both.

"This ends a controversy which has extended over a very long period, and which has led to more or less feeling between the engineers and firemen employed by this company, and consequently to more or less bad service, from which the company and the public have suffered severely, and it is the hope of the management that, now that this question has been settled to the satisfaction of all, the men will make a determined effort to improve the service and to carry out their existing agreements with the company, and also the company's rules, in the same good faith that the company is carrying out its obligation to them.

"SAMUEL HIGGINS,
"General Manager."

BROTHERHOOD OF LOCOMOTIVE ENGINEERS. G. C. OF A.

GREAT NORTHERN RAILWAY LINE.
ENGINEERS' SCHEDULE

Taking effect September 1st, 1905.

"By agreement from Sept. 1, 1905 (superseding all previous agreements), the following rules will govern the pay of engineers and define their rights as agreed to, understood and arranged between the Great Northern Railway Company, the Montana Central Railway Company and the Willmar & Sioux Falls Railway Company, by their officers and a committee

of engineers, whose names are hereto attached, and who represent *all* of the engineers employed by the said companies, and they will remain in effect until changed by mutual consent."

"GREAT NORTHERN RAILWAY CO.,

"MONTANA CENTRAL RAILWAY CO.

"WILLMAR & SIOUX FALLS RAILWAY CO.

"By GEO. H. EMERSON,

"Supt. Motive Power.

"Approved: GEO. T. SLADE, Gen. Supt.

"For Engineers' Committee:

"WM. RYAN, Chairman.

"H. S. LANDIS, Secretary."

The engineer who does not desire the B. of L. E. committee to take up his case if he gets in trouble, may choose one or two of his own class and conduct his own case, but the case must be disposed of under the supervision of the engineers selected. The G. C. of A. of the B. of L. E. will always be found ready to assist any engineer in trouble if he is not so prejudiced that he will not ask them to do so, and we do not think in that case he has much ground for complaint. In closing we desire to say again that the B. of L. E. believe the best interest of any class of laboring men is best conserved by a single obligation to the order representing that class.

That dual membership is a trouble breeder.

That he who undertakes to serve two masters is in a position where the enemy of both masters would look for assistance.

That the B. of L. E. is not unfriendly to the Brotherhood of Locomotive Firemen regardless of the strenuous efforts of the Grand Officers of that organization to make it appear so.

At Rest.

In the preparation of this number the Editor has labored under great stress of mind, as Mrs. Salmons, wife of the Editor, member of Div. 65, G. I. A., and who will doubtless be remembered by a large number who met her in her travels, and at the Los Angeles convention, submitted to an operation on Sept. 30th for what was supposed to be an ovarian cyst,

with little danger, but proved to be of a fibroid nature involving so much that she gradually slipped away out of our life into God's keeping, on Oct. 5th.

Services were held in Cleveland, Ohio, and Rutland, Vt., and we take this occasion to express our lasting appreciation to the many friends who paid loving tribute to their exemplary friend, to Div. 65, G. I. A., to a loving sister, to the officials of the L. S. & M. S., N. Y. C. & H. R., Delaware & Hudson Ry's for special courtesies, and to the General Manager and officials of the Rutland road for special train, and especially to Brothers of Div. 347, B. of L. E., and to Sympathy Div. 119, G. I. A., Rutland, Vt., who attended in bodies, and rendered every assistance possible; to the Baptist Sunday school, and the many friends in Rutland, who added their loving tributes to their life-long friend. With this explanation we trust that whatever may be found amiss in this number will find excuse in the distress of the Editor.

Election of Officers.

While it is presumed that the officers and members of all Divisions are familiar with the laws by which they are governed, yet time moves on quickly, work is plentiful, and lest some may forget, we desire to call attention to the fact that nominations for the various offices defined in Sections 3 and 5, pages 21 and 22 of the statutes, must be made at the first meeting in November, elected the first meeting in December, and to be installed the first meeting in January 1906.

The qualifications of members for these offices is quite an important consideration, and in this connection we call your attention to Section 2, page 21.

Care should be taken not to elect any member whose seat can be contested because he is not within the standing prescribed by the law as above cited.

Divisions cannot expect the convention to excuse a disqualified delegate, nor can the Division consistently expect every member will stand within the law if the Division is at all lax in living within itself.

Facing Death When Duty Calls.

Those out of the range of yellow fever have little conception of what it means to remain in and perform the various functions demanded in the interest of humanity in the fearful atmosphere of an epidemic where death is more than probable. Self-protection is one of Nature's first laws, but there are those who put duty first, whatever the consequences, and there were many of these in the South during the fearful epidemic now fortunately nearly, if not quite, stamped out. Among the great needs in such trying times are men to keep the railroads moving at least sufficiently to supply the needs of the various localities, and the following letter is characteristic of one who not only risks life in the performance of duty but represents many who are always found ministering to the wants of suffering humanity, regardless of self, and who deserve the highest encomium for their personal sacrifices and benevolent deeds. The letter and extract from the *New Orleans Picayune* follow:

LAKE PROVIDENCE, LA., Oct. 17, 1905.

Mr. C. H. Salmons, Editor of the *Locomotive Engineers' Monthly Journal*, Cleveland, O.

DEAR SIR: The railroad men who volunteered to stay in our city have so nobly done their duty during this epidemic of yellow fever that the past two months has decimated our city and parish, that I feel like asking you to reproduce in your monthly *JOURNAL* this tribute to their self-sacrifice, that appeared in the *New Orleans Daily Picayune* of Oct. 15. By reproducing this clipping you will greatly oblige,

Yours respectfully,

C. MAHVE,

Catholic Priest.

FAITHFUL EMPLOYEES.

LAKE PROVIDENCE, LA., Oct. 14.—The railroad officials and employees of the Memphis, Helena & Louisiana Railroad that traverses this section have faithfully done their duty and much more than their duty during this fearful epidemic that has visited the town and parish. At the beginning of the epidemic General Superintendent W. T. Tyler placed a train at the disposal of Col. Joseph L. Fischer, the executive officer of the Parish Board of Health, telling him to use it as he thought best to serve the wants of the people. Roadmaster A. J. Parkhill, Conductor Rilev Ferrier, Telegraph Operator J. T. Lindsey, Engineer G. B. Gouch and Fireman W. M. Latham, volunteered to stay during the epidemic. Conductor Ferrier was stricken at his post and died September 22; one week later Operator Lindsey died, hav-

ing been taken sick; as he was sending to the *Picayune* the message that announced the death of his friend Ferrier. Fireman Latham is yet at the hospital, where he has been confined since the 3d inst. with an attack of the dreaded disease. For the past two weeks Roadmaster Parkhill has been on duty, combining the various offices of roadmaster, station agent, conductor and telegraph operator.

The people of Lake Providence feel more than grateful to those heroes each one in his sphere of action, and they are glad that their valuable services have been highly appreciated by the officers in charge of the road. Each one of the survivors has received a personal acknowledgment of his work from Assistant Superintendent R. E. Cahill, but all, with their well-known modesty, kept it to themselves. The *Picayune's* correspondent was, however, permitted to read the letter addressed to Engineer Gouch, which is as follows:

"LAKE VILLAGE, ARK., Oct. 4, 1905.

"Mr. G. R. Gouch, Engineer, Lake Providence, La.:

"DEAR SIR: The faithfulness of our employees in the face of such an epidemic as Lake Providence has suffered from has been the source of much gratification to me, and I take this means of expressing my appreciation of the services of yourself and fireman.

"Now that reports are becoming more favorable, I believe the danger is almost over, and earnestly trust that you will continue enjoying your good health.

"Very truly yours,

"R. E. CAHILL,

"Assistant Superintendent."

C. W. Pease Selling Transportation.

C. W. Pease, who was expelled from the B. of L. E. in March, 1903, as the following letter will show, is posing as being in good standing with members of the B. of L. E., and by so doing secures favors, which he offers for sale, an offense not exceeded by any other under the law of the B. of L. E. Bro. C. W. Jeffries sent in the following letter and requests its publication:

CHIHUAHUA, Oct. 6, 1905.

MR. C. W. JEFFRIES, Engineer, Chihuahua,

MR. E. C. PARIS, Engineer, Jimulco:

GENTLEMEN: I am in receipt of the following letter from Mr. Provence, Superintendent of the Chihuahua Division, advising as follows:

At Jimulco on Sept. 16, Engineer C. W. Pease came to me and asked me for transportation to El Paso and return with his wife, saying that he was waiting to go up and bring her down and that he expected that she was in El Paso at that time; also stating that he had made request for transportation to you. I told him that it was not the proper thing to do, and that if I issued transportation, the request to you would bear fruit and we would have two sets of transportation issued to

the same party, but in order to accommodate him, I wired my office asking if you had made request for such transportation, and my clerk wired me that you had not. I then issued pass for him to El Paso and for himself and wife to return to Jimulco.

While I was in El Paso last week, I learned through our Commercial Agent at that place that this pass No. I-1259, in favor of Mr. A. D. M. S. Pease, El Paso to Jimulco, had been offered for sale to a broker. The pass was immediately bulletined and no one was carried on it.

This man has acted very ungentlemanly in this affair and has proved himself to be anything but a man who should be employed by any railroad company. I would request that you show him on your record as discharged for attempting to dispose of free transportation granted by the company for himself and wife. I further desire that you hand a copy of this letter to the local Division of Engineers (if there is one in Chihuahua), and ask them to do the right thing. I do not believe they wish to hold a man of that stripe in their order.

I hope you will do the right thing in this matter, as I also think you would not care to have a man of this kind in your order. Yours truly,

A. J. WILCOX, Master Mechanic.

March 11, 1905.

Every member of the order will regret that the confidence and good will of Supt. Provence should have been so villainously misused, and every official can rest assured that any member of the order guilty such an offense would be expelled immediately and, advertised besides. There is no place in the B. of L. E. for such men if they are found out.

LINKS.

A UNION MEETING of the B. of L. E. will be held in Cleveland, O., on Thursday and Friday, November 16 and 17, under the auspices of Subdivisions 3, 31, 167, 318 and 542, assisted by the local Divisions of the G. I. A. 62, 65 and 278. Energetic efforts are being put forth to make this meeting of great interest to all who attend, and a most cordial invitation is extended to all.

Bro. P. H. Morrissey, Grand Master Brotherhood of Railway Trainmen, Grand Chief Engineer Bro. Warren S. Stone and other prominent speakers will be present and address the assemblage.

Thursday, the 16th, will be devoted to secret meetings for the discussion of subjects affecting the organization. Meeting will be called to order in the Hollenden

Hotel Auditorium at 9 a. m. and 2 p. m. Second day, 17th, 9 a. m., continuation of previous meetings. During these meetings a ladies' committee, representing the G. I. A., will provide for the entertainment of lady visitors. At 2 p. m. Friday, public reception and exercises will be held at the Chamber of Commerce, when there will be an address of welcome by Mayor Tom L. Johnson, and addresses by Grand Chief Engineer Bro. Warren S. Stone, Bro. P. H. Morrissey, Grand Master B. of R. T., and others, to which the public is cordially invited.

In the evening at the same place will be held the second annual ball, and we desire enough members to come to give it the title of grand ball. All visitors will be admitted to the ball on presentation of traveling cards.

The Hollenden Hotel will be headquarters and first-class rooms can be secured at the rate of \$1.50 per day and up, and plenty of good accommodations can be secured at other hotels at rates to suit everybody.

Transportation will be granted members of the Brotherhood to attend this meeting if proper request is made through officials where employed, to any of the railway systems running into Cleveland.

A general good time is expected, and it is hoped all who possibly can will avail themselves of this opportunity to get into social touch, hear the discussion of subjects in which they are interested as engineers, and visit the headquarters of the Brotherhood, where your Grand Officers will be glad to extend a welcome hand.

BRO. M. W. CADLE of Cleveland, O., Assistant Grand Chief Engineer of the B. of L. E., spent Monday and Tuesday in Ellensburg exemplifying the work, and being an old friend of Bro. H. W. Eldred, whom he had not met in twenty-five years, he remained over a half day to visit with him. He was pleased with the valley and delighted with our climate and said he would like very much to live here. The engineers of Decapod Div. 402 were very attentive and well pleased with the work.—*The Ellensburg Dawn.*

Div. 639, New York City, Borough of Brooklyn, had the pleasure of an official visit from Assistant Grand Chief Engineer Bro. E. W. Hurley at a regular meeting in their Division rooms on Sept. 17, 1905, nearly three-fourths of the membership being present, and I wish that every member could have been there.

After business was transacted Brother Hurley spoke to the Brothers at great length, setting forth the conditions of our organization as they exist today, how we are growing in membership, duties we owe to the B. of L. E., to the employer, to our family, and to ourselves. He asked the Brothers to attend their Division as regularly as possible and take an interest in its affairs. He explained many things in different parts of the country where he had visited, called on the Brothers to live strictly up to the constitution and by-laws, also admonished them to lead temperate lives, and a great deal more that the writer cannot think of now, which was all good, wholesome advice. Come again, Brother Hurley.

F. H. TUCKER, Div. 639.

EDITOR JOURNAL: According to Prescott, Cortez did not complete his conquest of Mexico until more than a year after he "discovered" it. That was 385 years ago, however, and times have changed since then. We are living in a more rapid age. Bro. H. E. Wills discovered Mexico on September 15th, and within a few days had completed his "conquest."

The General Board of Adjustment of the Mexican Central and the Mexican National were both in session at the beginning of the month and Bro. Wills, in response to instructions from the G. C. E., came to Mexico to render what assistance he could. Bro. Wills met with both the committees, and his strong, forceful manner and magnetic personality instantly won the confidence and respect of all.

On September 17th Bro. Wills was present at a joint meeting of Divs. 669 and 224, at which there were present one or more members from eleven of the twelve Divisions in Mexico. Div. 669 is a very young Division, having only been established a few months since, but it was evident that Bro. Wills was well pleased with the evidence of earnestness and industry exhibited by the officers and members. The Division is particularly fortunate in having for its Chief Bro. Renaud, whose brisk, business-like manner of presiding, together with his tact, good humor and keenness of comprehension cannot fail to act as an inspiration to all.

After the regular business had been disposed of as hastily as possible, Bro. Wills was introduced and for two hours and a half held the undivided attention of

his hearers while he delivered what was undoubtedly the best discourse ever heard in a Division room in Mexico. Those who have had the pleasure of listening to Bro. Wills need no assurance that there were no dull sentences in his address—no platitudes nor glittering generalities. Every sentence was packed full of ideas, and every idea was sound, fresh and original. Several times Bro. Wills endeavored to close, but was urged to continue.

After Bro. Wills finished speaking Bro. I. M. Hutchinson, an honorary member of Div. 224, and President of the Mexican Car and Foundry Company, was called upon and responded with a brief but pointed speech, in which he expressed his appreciation of what Bro. Wills had said, and spoke of the peculiar difficulties encountered by engineers in Mexico, as compared to those in European countries which he had recently visited.

At the close of the meeting Bro. Hutchinson invited Bro. Wills and several other Brothers to the American Club, where he acted as host until the lateness of the hour forced an adjournment of what all concerned considered a very enjoyable occasion.

Bro. Wills remained in the City of Mexico until the 29th, as the committees did not complete their work until the latter part of the month, and he was untiring in his efforts to assist the committees in bringing what was a very difficult and delicate undertaking to a successful issue.

During the interval between meetings an effort was made by the committees to entertain the Assistant Grand Chief Engineer as well as possible.

Brothers Holmes, Kearns and Blake, of National Committee, acted as the committee on sports, and took Bro. Wills to a bull fight, since without that a trip to Mexico would not be complete. One of the cruel spectacles is enough, however, and I doubt if he would care to witness another. Bros. Willis, Paris and Rice, of the Central Committee, steered him through the National Museum and explained the wonderful Aztec calendar stone to him. They made his hair stand on end while they described the horrid rites of human sacrifice, and showed the sacrificial stone upon which the victims lay while their hearts were torn out, and pointed out the coach of the ill-fated Emperor Maximilian, and the thousand other things of interest. Bros. Jeffries and Ealy were desirous of arranging several social functions in Bro. Wills' honor, but upon his insisting that he was not a "society man," they gave up their plan and turned him over to the exploration committee, who took him out on the electric lines over the old battlefield of Churubusco, through the quaint old town of Cayacan,

where he was shown the old home of Cortez, with a flat stone marking the spot in the courtyard where formerly was the well in which he was said to have drowned his wife. After wandering through the old church and monastery, with its ruined cloisters and the sun-dials telling the time today as accurately as when the monks walked there three hundred years ago, a trip was made to San Angel where a magnificent view of the mountain of Ajasco was enjoyed.

The church and miraculous well at Guadalupe were visited and the miraculous picture of the Virgin seen, and then a climb to the height of over 200 feet into one of the towers of the cathedral gave him a bird's-eye view of what the great

with him from Mexico as pleasant recollections as he leaves behind.

Faternally yours, H. J. KAY.

The eventful days of our Brotherhood are many. Two additional ones were added during the past week, when on Sept. 28 and 29 a union meeting was held in Lincoln, Neb., under the auspices of Div. 98. We had been looking forward with glad anticipation to these two days, and we now look back with supreme satisfaction as they have gone by, for they mark an epoch in the history of our local Division, from which great benefit will result; not alone to us, but all others that took part. We feel that we are bound into a closer relationship as viewed



BRO. WILLS, ASSISTANT G. C. E., AND G. C. OF A. MEXICAN CENTRAL SYSTEM.

scientist and traveler, Alexander von Humboldt, said was the grandest sight in the world—the city with its tiled roofs and myriad churches, spread like a map below the valley, with its crystal lakes, its graves and villages stretching beyond, and around all the grand and gloomy barrier of mountains, culminating in the snow-capped Popocatepetl, with its slumbering volcanic fires, and its companion, Ixtaccihuatl (the white woman), with the clouds hanging half way between base and summit.

There is no space to tell of other places visited, and the writer in closing can only express the hope that Bro. Wills carries

from a fraternal standpoint, and that our duty to employer and fellow-servant has been more firmly established.

The results above cited are not to be attributed to our merely meeting together, but are the results of two days' deliberation and counseling on the part of those to whom we look for guidance and advice. Our Grand Chief Engineer, Warren S. Stone, and Third Grand Engineer, Deloss Everett, were with us as invited guests, and to them all praise for the good accomplished; for, let it be recorded, that the regular meeting of our Division on the day following the union meeting was the best in all its history;

it was a veritable love feast, a revival meeting it might be said, showing beyond a doubt that a distinction exists between a Brotherhood man in reality and one in name only.

Our union meeting had been well advertised and talked about, many had planned and promised to attend, but the immense amount of business on the railroads at this time made it difficult for many engineers to secure the needed leave of absence; in fact many found it utterly impossible. For those who attended we had planned an interesting and enjoyable time, and perhaps not one of the 118 engineers who came to visit us went away dissatisfied with his trip.

On the evening previous to the opening day, a free street show of moving pictures was given, with a band concert, which was repeated on the following evening. The meeting proper opened on the morning of Sept. 28 in the Auditorium, with a program of speaking and music, open to the public. The address of welcome was given by the Hon. John H. Mickey, governor of Nebraska, who felicitated the audience upon their coming together in our city and state. He welcomed them as the chief dispatcher of the state of Nebraska, and assured them no red lights or misplaced switches would be encountered while in their midst. He said in effect, that the engineers as true men stood at the head of the labor organizations of our country in the matter of honor, sobriety, steady nerves and iron constitutions; that he never met a man of this stamp without a desire to remove his hat to him. He was glad that the Brotherhood was founded on the golden rule, and that its motto was sobriety, truth, justice and morality. He warned the Brotherhood that it must not depart from the broad principles which now govern and control its deliberations. He paid a high tribute to our state and its resources, and told of his early experiences as a pioneer. He dwelt upon the attractions of our beautiful city, and made everyone feel that they were indeed among friends.

Grand Chief Stone followed with a speech, the subject being "Brotherhood Facts," and to those whom he addressed he told of facts about our Brotherhood that were a revelation to many. He stood squarely for the conservative course of the organization in the future, as distinguished by the common sense policy of our late Grand Chief Arthur. He asserted that capital had its rights as well as labor, and in the settlement of differences which arise from time to time, labor should be willing to meet the representatives of capital face to face in fair and honest discussion of their difficulties; the public

that pays the freight, also had rights that both capital and labor should respect. He said that as long as the Brotherhood holds to the golden rule, and remains founded on sobriety, honesty and human rights, it will continue to grow and prosper. He stated that 90 per cent of the engineers from the Atlantic to the Pacific, and from the ice-bound regions of the north, to the City of Mexico on the south, are members of the Brotherhood; our members are being added to at the rate of over 4,000 per year. He asserted that when the danger and the responsibility that faced the engineer are considered, he does not receive half enough pay. He pointed out that in the insurance department fifty-six death claims were pending for September, about half of them due to accidents on the rail.

Brother Stone spoke for more than an hour, during which time much wisdom, information and advice were imparted to his hearers.

Third Grand Engineer, Deloss Everett, took for his theme "Prosperity." Before delving into his subject a few pleasant stories were told by him, as it seemed necessary for him to give vent to his feelings. It afforded him evident pleasure to address the gathering, and during the course of his remarks he dwelt upon existing conditions as well as ancient history. He warned the Brotherhood of the fate of great nations of former times that had departed from the high ideals that had brought them to the pinnacle of greatness. He cited the Jewish nation and the Roman empire as shining lights of decay and consequent ruin through the departure from the teachings of God. The fate of these nations and of others, he said, is the fate of associations, no matter for what motive they may be organized—for charity, business or for any other honorable or commendable purpose, no organization can prosper without it follows the divine command, and follows the teachings of the golden rule. He asserted that eternal vigilance is the price of continued prosperity and success. The Brotherhood had been in existence for over forty years and its career of prosperity had no parallel among labor organizations. The Brotherhood, said he, was founded upon divine law, and it should not forget the heroic labors of those who had founded it, the legacy being, over 52,000 members, over 44,000 in the insurance, \$38,000,000 carried in insurance, nearly \$15,000,000 paid out in insurance, besides more than \$2,000,000 dispensed in charity to widows and orphans, so much for prosperity and success, God grant that the good work may go on.

At this session vocal music was furnished by the Locke Male Quartette, and instrumental music by Quick's Brass Quartette.

In the afternoon a trolley ride was given the visitors by the Commercial Club about the city and suburbs, and in the evening a theater party was given in honor of the visiting ladies, moving pictures and band concert on the streets, and afterwards a joint open meeting between the officials of railroads and the engineers, which developed much good feeling and expressions of good fellowship.

The second day was taken up with morning and afternoon sessions in exemplifying the work, and discussing matters of interest to the members in general. At the morning session Grand Chief Stone spoke for over two hour for the good of the Brotherhood, this being supplemented by Brother Everett with such timely remarks that the result could not have been otherwise than as stated in the beginning of this communication. The sessions held on the second day were well attended, representatives being present from Cleveland, O., Chicago, Ill., Galesburg, Ill., Ft. Dodge, Ia., Creston, Ia., Ellis, Kan., Fremont, Neb., Parsons, Kan., Millwaukee, Wis., Denver, Colo., Plattsmouth, Neb., Fairbury, Neb., Beatrice, Neb., Laramie, Wy., Sedalia, Mo., Ottumwa, Ia., South Omaha, Neb., Palatka, Fla., City of Mexico, Mex., Macon, Ga., Sheridan, Wy., North Platte, Neb., Deadwood, S. D., Chardon, Neb., Escanaba, Mich., St. Joseph, Mo., St. Louis, Mo., Omaha, Neb., Kansas City, Mo., Alliance, Neb., Cheyenne, Wy., Evanston, Wy., Kansas City, Kan., Huntington, Ind., Rawlings, Wy., Wymore, Neb.

The crowning event of the union meeting was the grand ball in honor of the visitors on the evening of the second day. Previous to the actual dancing, a variety of moving pictures were displayed on the stage, comprising scenes in Nebraska, and views of the city of Lincoln, with portraits of Grand Chief Stone, Deloss Everett and the writer; in addition illustrated songs and other varied amusement features were rendered, to all of which the visitors were admitted free of charge.

The grand march, which, by the way, was composed by Brother Everett himself, was led by Grand Chief Stone, with Mrs. H. L. Beatty, and Bro. Deloss Everett with Mrs. J. E. Johnson, more than a hundred couples taking part in the same. Several hundred people in addition to the dancers enjoyed themselves to the wee sma' hours; to each was given a pink carnation, souvenir buttons with picture of our Grand Chief, and other tokens of good will. Thus is recorded briefly the

first union meeting held by Div. 98, an event of which we may feel justly proud.
H. W., Div. 98.

On September 20th Bro. Joseph Warren was appointed General Foreman of the T. & O. C. shops at Walbridge, Ohio. It is highly gratifying to the members of Div. 651 that one of its members has been selected for this important and responsible position. We feel that the company has made a wise selection, as Bro. Warren is qualified in every particular to do honor to himself and to give satisfaction to the company in his new position.

M. B. MARTIN, C. E. Div. 651.

BRO. ROBERT COLLETT, of Div. 285, has been appointed Road Foreman of Engines, Southern Division of Frisco, from Springfield, Mo., to Birmingham, Ala., headquarters at Memphis, Tenn.

Brother Collett has been a member of Div. 285 a long time, and before promotion was local chairman for this Division, where he gave satisfaction to everybody. He has also been a successful engineer. His promotion is the first from the ranks of our Division.

The members of Div. 285 desire to express their unqualified approval of the company's selection and feel that Brother Collett deserves all the good fortune that can come to one who has honored himself by the performance of every duty to the company and associates.

COMMITTEE, Div. 285.

Div. 112 received an invitation on Aug. 31st from the Sisters of Green River Div. 281, G. I. A., to join with them in a basket picnic at Mountain Park, Holyoke, Mass., and a few Brothers availed themselves of the invitation. We took the electric car at Main street at 10 a. m. and had a delightful ride through Old Deerfield, South Deerfield, Hadley and Northampton, arriving at the park about noon. We took a look around the park and were enjoying ourselves when we heard someone say, "Come on, boys." Of course we asked where. They said, "Up the mountain." So we took the car for the summit of Mt. Tom. We engaged a table at the Summit House and the Sisters spread out the lunch, and you can bet the most of it went out of sight, and in short order, too, for we were pretty hungry.

After lunch we visited the theater, and then took in the sights to be seen in the different rooms in the house. Of course we had to take a look at ourselves in the mirrors; in one we looked as though we were nearly starved, and in another we looked as though we had eaten a house and all in it.

From the windows of the Summit

House can be seen old Mt. Monadnock and Mt. Greylock, the city of Hartford, Conn., and a number of smaller towns. After taking in the sights at the summit of the mountain, we returned to the park and took a ride on the merry-go-round, then took in the play at the Casino, after which, as it was getting late, we took the cars for home.

When we arrived at Northampton the ladies presented us with cigars, thinking to keep us quiet the rest of the way home, but we found a basket with a lot of food in it, and there was no peace as long as the sandwiches, cake and pickles lasted. The day was altogether too short, for we certainly did enjoy ourselves. We arrived home at 7:30 p. m.

The Brothers of Div. 112 sincerely thank the Sisters of Div. 281 for their kind care of their Brothers and their safe return to their homes. Oh, Sisters! do so some more. Fraternaly yours,

EDWIN WARREN, F. A. E. Div. 112.

SUNDAY, Sept. 17, regular meeting of Little Miami Div. 84, Columbus, O., had the pleasure of enjoying a visit from one of our old time members of this Division, way back in the sixties, Bro. A. T. Blauvelt.

He was a member of the Brotherhood of the Footboard, the writer was also a member of that order, before the B. of L. E. was organized, and was initiated in the B. of L. E. a short time after its organization, and was a member of Div. 34 for sixteen years, now a member of Div. 77, New Haven, Conn.

The last time Bro. "Andy" Blauvelt met with us was thirty-four years ago, and he has been a true and loyal member all these years. Brother "Andy" is now nearly 74 years of age, too old for active service, but still, although he feels his old age, is fairly well. We trust he may be with us for many years to come.

Chief Engineer Thomas E. Humphreys invited Brother "Andy" to address the Division, when Brother Blauvelt gave us a good talk with history of some troublesome times we had in the sixties, and advising the young members to be true to the teachings of the B. of L. E., so that when they become old they will be able to look back with satisfaction as he has, at the many benefits brought to the engineers and their families by the B. of L. E.

Brother Blauvelt ran an engine at the "Front" during the late war of the rebellion, employed by the Quartermaster General as a locomotive engineer, and was honorably discharged from the service after the war closed.

Fraternaly yours,

CHAS. H. FISHER, C. E., Div. 34 in 1873 and 1874.

The accompanying photograph is that of Bro. B. F. Oliver, a member of Div. 401, of Roanoke, Va., who was so badly injured in a wreck over six years ago that he has not been able to do any active work since. For a while after receiving injuries he was almost entirely helpless, but finally began to improve some, and is now able to walk a little on crutches, and for the last few years he has been soliciting subscriptions by correspondence for all of the leading magazines, to help towards making a living, and to take necessary medical treatment. His present address is Casanova, Va.



BRO. B. F. OLIVER, DIV. 401.

BRO. LYMAN S. ROACH, member of Div. 496, who was appointed postmaster at Texarkana, Tex., by President Roosevelt last January, and who has been a very important political factor, having been twice elected as assessor and collector of Bowie County, alderman and city treasurer of Texarkana, and a candidate for Representative to the Texas Legislature in 1904, is having many nice things said of him. The *State Republican* in June said of him: "Republicans and Democrats of Texarkana on both sides of the state line are well satisfied with Mr. Roach's appointment. It was the best thing for the city of Texarkana that the President made the appointment that he did." That Bro. Roach has an important position and that he is rendering com-

mendable service is evidenced by the following from a local paper:

"The fact that Texarkana will have a first-class office July 1, shows more than anything else how the city is growing. Not many years ago no one dreamed of a first-class office for Texarkana, but our city has grown by strides and bounds in the last few years and the population and amount of mail handled warrants an office of the first water, and all business men of our city will feel proud that we are to have a first-class post-office.

"It has been suggested by various business men of the city, that a public demonstration of some kind would not be out of place on the last day of June or the first day of July, to celebrate the



BRO. LYMAN S. ROACH, DIV. 466.

beginning of the first first-class postoffice in the city and the third first-class office in the state of Arkansas. Although the office is an Arkansas office here, yet the date mark reads 'Ark. Tex.,' which means that it is to be used for both the East and West Side.

Since the appointment as postmaster Col. Roach has strained every nerve to make the service here as efficient as possible. He has been aided by a competent force of mail clerks, carriers, assistant postmaster and others in the postoffice employ here. Gradually he has managed to get concessions from the department. He has secured new equipment, scales, facilities for handling mail, etc."

The annual outing and Rhode Island clambake of the Echo Club, of Div. 269, was held at Port Jefferson, L. I., on Brother Townsend's farm Sept. 24, 1905. A special car was attached to the 10 a. m. train from New York. About thirty of the Brothers boarded the train at Long Island City and were met at Jamaica and Mineola by Brothers and friends of other Divisions. It certainly was a happy crowd when they all got together. Bro. Pat Connelly was not on hand, being unable to get off. The boys missed him very much on account of his telling comical stories, but Bro. Fred Smith and a few other Brothers were on hand and took Pat's place and were out for a good time, and all had a good time and a pleasant trip on the train except Brother Colligan, who was at the throttle. The Brothers did not know whether Brother Colligan was trying to put up a job on the boys or what kind of a game he was playing. He stalled about every other station for steam, but nevertheless he arrived at Port Jefferson at nearly 1 p. m. instead of 11:58 a. m., but Brother Flanagan was getting hungry and went out and asked Brother Colligan if he would get the boys together and get some wood. Another fellow said, "Shut the injector off and give the fireman a chance," but Brother Colligan would not listen to anyone. He was a little angry to think he gave the boys such a poor ride. Brother Colligan joined the bunch at Port Jefferson and had just as good a time as the rest of the boys.

The bake was opened about one hour late on account of the train arriving late, but Brother Colligan put it all down on the engine. The bake was all right. Brother Townsend, Brother Murphy, Mr. Reeves, and the committee deserve a great deal of credit for getting up such a great feed. The ball game was a failure, the Main Line team did not have much practice and put up a poor game. Umpire Wilkerson called the game in favor of the North Shore team, 15 to 5, and told the boys to practice up for next year. Brother Brozy played a good game of ball, but Brother Pellit ran the bases for him. Bro. T. McNeary caught a fly ball. The Brothers said the Main Line had two ball players. The fat men's race did not come off because the fat men were tired, but I think if they tell the truth, they ate so much of the bake that they could not run, unless it was to save their lives. After the fun was all over at the ball grounds, the boys went back and finished up the bake and started for the 6 p. m. train, all hoping they would meet and have the same old time over again next year. Brothers and friends got off at different stations along the line. The

train arrived at Long Island City on time, with Bro. Van Bayliss at the throttle.

Yours fraternally,
H. M. ASHMEAD, Div. 269.

We, the undersigned committee, representing the O. R. C., B. of R. C., B. of L. E. and B. of L. F. in Oklahoma and Indian Territory have been duly selected by our respective organizations to issue a call for a Union Legislative Meeting to be held in Shawnee, Okla., Nov. 23-24, 1905, to organize Legislative Boards according to our different constitutions, to take up and discuss any other matters which may come before the body pertaining to legislation in the new state to be, Oklahoma.

The different organizations in Shawnee realized the necessary for someone to take the initiative in this matter, and being nearly centrally located in the two territories, came to the conclusion that the meeting should be held in Shawnee for the reason that the organized bodies of this city have in previous years maintained a Legislative Board in the capitol at Guthrie.

You are all well aware that if we are to have any legislation placed in the constitution of the state of Oklahoma that will be beneficial in any way to railroad employees, we have got to fight for it and fight hard; therefore it becomes our duty to get organized, and organized thoroughly, for you are certainly aware of the fact that corporations are well organized.

We have made this an official call on each Division and lodge of the organizations in the two territories to send one delegate to attend said convention with credentials to represent said organization so that we may take up and talk over the question of legislation from each section of the two territories and organize Legislative Boards according to our different constitutions. We will also take up the question of devising ways and means of handling legislation to the best interest of the railroad employees in the coming state of Oklahoma.

We give the firm opinion that "a stitch in time saves nine," so let everybody put his shoulder to the wheel. And let us, as railroad employees, get in on the ground floor, for we believe the time is not far distant when we will have a new state and a constitutional convention to make laws for us.

We most sincerely ask each Division and lodge in surrounding states having members running into and out of the two territories to join us in this meeting and to send delegates to meet with us who can give us some of their experience in

legislative matters in the adjoining states.

Now, Brothers, take this matter up in your Division or lodges, and elect and send to the meeting delegates to act in this matter for the benefit of the railroad employees.

Meeting will be held in O. R. C. hall, corner Main and Broadway, at 10 o'clock a. m., Nov. 23-24, 1905. Members of the different organizations that can be earnestly requested to attend the meeting.

Signed,

N. C. WOOD, O. R. C.
J. R. COLEMAN, B. of R. T.
W. L. BLESSING, B. of L. E.
O. C. STRODE, B. of L. F.
Committee.

SPECIAL NOTICES.

The traveling card issued to Bro. M. J. Sheehan, member of Div. 26, was stolen in Sherard, Miss. If presented for favors it should be taken up and forwarded to Bro. J. W. Hamilton, F. A. E. Div. 206.

The traveling card of Bro. C. A. Mays, member of Div. 68, has been lost. If presented, kindly take up and forward to Bro. C. H. McGowan, F. A. E. Div. 68.

The traveling card of Bro. J. D. Berry, member of Div. 20, has been lost. If presented, please take up and forward to Bro. C. O. Bower, F. A. E. Div. 20.

The traveling card of Bro. J. F. Clark, member of Div. 210, has been lost. If presented, kindly take up and forward to Bro. J. L. Fickling, F. A. E. Div. 210.

Wanted—To know the whereabouts of W. A. Stafford. Kindly address Mrs. W. A. Stafford, 370 Willow street, Meadville, Pa.

Wanted—To know the whereabouts of John David Johnson, age 16, dark brown hair and eyes, height 5 feet 3 inches, weight 140 pounds. He left home on the 23d of February and has not been heard of since. Any information will be thankfully received by his mother, Mrs. Rebecca Johnson, Covington, Va.

Information is wanted of the whereabouts of John C. Thurston. When last heard from he was running an engine on the Mexican Central Railroad out of Chihuahua, Mex. Any information concerning him will be thankfully received by his brother, H. M. Thurston, care Capitol Inn, Raleigh, N. C.

Information is wanted of the whereabouts of Elmer P. Bennett, employed on the C. V. R. R. in 1900 and 1901. Kindly address Bro. J. W. Mead, F. A. E. Div. 63.

Anyone knowing the whereabouts of Michael J. Dermody, running on the Great Northern Railway between Breckenridge, Minn., and Larimore, N. D., in 1896, will confer a favor by writing to Miss Cora Dermody, Elma, Ia.

Information is wanted of J. L. Kuhloff, known as "Baldy" Kuhloff. When last heard from he was working on the International & Great Northern Railroad out of San Antonio, Tex. If he will correspond with L. Stapp, passenger conductor, I. & G. N. Ry., San Antonio, Tex., he will learn something very much to his advantage.

Will anyone knowing anything relative to Jerry Cutler, who, when last heard from 28 years ago, was working on the Flint & Pere Marquette Railroad, please correspond with G. Vanderburgh, R. F. D No. 1, Chatham, N. Y.?

Information is wanted of the whereabouts of H. S. France, who ran out of St. Louis, Mo., for several cars. Kindly address Bro. W. B. Hampleman, 1744 B Inout avenue, East St. Louis, Ill.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately :

<i>Division—</i>	<i>Division—</i>
453—E. H. Wilmot,	135—Heber S. Smith.
W. D. Schilling.	33 All absent members.

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

St. Louis, Mo. Sept. 17, killed in wreck, Bro. E. A. Allen, member of Div. 42.

Fairmont, W. Va., Sept. 12, paralysis, Mrs. Bridget Fleming Murphy, mother of Bro. Peter Fleming, member of Div. 477.

Port Jervis, N. Y., Sept. 15, Bro. Merrit Turner, member of Div. 54.

Buffalo, N. Y., Sept. 21, typhoid fever, Bro. Wm. Harris, member of Div. 421.

Minneapolis, Minn., Sept. 17, Bro. John D. Steizer, member of Div. 494.

Lynchburg, Va., Sept. 22, Bro. J. L. Akers, member of Div. 401.

Hornellsville, N. Y., killed by being run over, Bro. K. L. Dwight, member of Div. 641.

Freedom, Pa., Sept. 19, burns received in collision, Bro. Elmer D. Brown, member of Div. 590.

Cranbrook, B. C., July 18, killed in collision, Bro. E. Brown, member of Div. 563.

South Omaha, Neb. Sept. 24, heart failure, Bro. Fred Frusnard, member of Div. 183.

Wabash, Ind. Sept. 28 consumption, Mrs. F. I. Rowe, wife of Bro. E. I. Rowe, member of Div. 461.

Beardstown, Ill., Sept. 28, Bro. Wm. A. Yagow, member of Div. 665.

Oshkosh, Wis., Aug. 30, cancer, Bro. Harry W. Kockefeller, member of Div. 225.

Memphis, Tenn., Sept. 7, killed in collision, Bro. Adam H. Williamson, member of Div. 225.

Clarion, Ia., Sept. 28, malaria fever, Bro. J. S. Mather, member of Div. 654.

Rathm. I. Pa., Sept. 24, Bro. Wm. L. Keagle, member of Div. 244.

Ridgely, W. Va., Sept. 29, killed in collision, Bro. Chenowith Deibaugh, member of Div. 640.

Greenville, S. C., June 15, killed by engine turning over, Bro. C. L. Cauble, member of Div. 84.

Columbus, O., Sept. 30, dropsy, Bro. John W. Englehard, member of Div. 255.

Pueblo, Mex. July —, killed in accident, Bro. L. L. Ayers, member of Div. 570.

Nashville, Tenn., Sept. 29, Katherine Maloy Rich, daughter of Bro. Thos. Maloy, member of Div. 473.

Hoboken, N. J. Oct. 4, Bro. Stephen Ward, member of Div. 171.

Martinsburg, W. Va., Oct 2, heart failure, Bro. C. Hammann, member of Div. 3 2.

Houston, Tex., Sept. 30, Bro. A. E. Dunn, member of Div. 366.

Buffalo, N. Y., Sept. 29, diabetes, Bro. Thos. Regan, member of Div. 382.

N-w York City, Oct. 3, injuries received on engine, Bro. Polton B. Elliott, member of Div. 145.

Rugby, N. D. Oct. 3, injuries received in wreck, Bro. Wm. F. Stady, member of Div. 69.

McKees Rocks, Pa., Sept. 26, Mrs. Alice Beeson, wife of Bro. Chas. L. Beeson, and sister of Bros. Ed and Harry Mills, members of Div. 148.

Port Perry, Pa., Oct. 2, Mrs. Agnes Price, wife of Bro. John M. Price member of D.v. 148.

Nashville, Tenn., Oct. 9, killed in a collision, Bro. Jas. W. Hamby, member of Div. 473.

Baraboo, Wis. Oct. 8, heart disease, Bro. Joseph K. Hawes, member of Div. 176.

Indianapolis, Ind., Oct. 10, kidney trouble, Bro. John Donovan, member of Div. 11.

Guadalajara, Mex., Oct. 4, injuries received from engine turning over, Bro. Harry A. Payton, member of Div. 587.

Albany, N. Y., Sept. 21, run over by engine, Bro. Frank McCauley, member of Div. 45.

Little Rock, Ark., Aug. 30, consumption, Bro. C. H. Blakeslee, member of Div. 182.

Little Rock, Ark., July 29, killed in wreck, Bro. W. N. Horton, member of Div. 182.

Rensselaer, N. Y., Oct. 14, Mrs. E. Cleaveland, wife of Bro. E. A. Cleaveland, member of Div. 59.

Cincinnati, O., Sept. 26, ruptured blood vessel, Bro. Geo. Morgan, member of Div. 495.

Chicago, Ill., Oct. 1, killed by falling off engine into canal, Reuben, son of Bro. Wm. Helm, member of Div. 302.

Norfolk, Mass., Oct. 11, Bro. John P. Kelley, member of Div. 439.

Conemaugh, Pa., Oct. 10, complication of diseases, Bro. John McCune, member of Div. 406.

South Butte, Mont., Oct. 9, cancer of stomach, Bro. Alfred Finch, member of Div. 274.

Lawrenceburg, Ky., Oct. 10, injuries received from falling from engine, Bro. M. Z. Hickey, member of Div. 165.

Chicago, Ill., Oct. 5, blood poisoning, Bro. Chas. W. Lundblad, member of Div. 96.

Chicago, Ill., Oct. —, Bro. Wm. Lowther, member of Div. 34.

Port Wayne, Oct. 1, Bright's disease, Bro. M. V. Shaver, member of Div. 12.

Newport, Vt., Sept. 24, injuries received from passing train, Bro. Fred Harvey, member of Div. 163.

Norwich, Conn., Oct. 12, Bro. James Evans, member of Div. 64.

Worcester, Mass., Oct. 11, Bro. Joseph F. Sullivan, member of Div. 64.

Oskaloosa, Ia., killed in wreck, Bro. Geo. Caffall, member of Div. 146.

Portland, Me., Sept. 21, crushed between car and platform, Richard F. Gillander, brother of Bro. H. A. Gillander, member of Div. 247.

ADMITTED BY TRANSFER CARD.

Into Division—

- 507—Frank Reed, from Div. 445.
- 537—J. M. Bacon, from Div. 120.
- F. B. Gray from Div. 223.
- 530—R. T. Luker, from Div. 201.
- 67—R. V. Turner, John J. Green, from Div. 76.
- 683—John Voelpell, from Div. 96.

Into Division—

- 386—J. M. Horn, from Div. 156.
 622—C. D. Fleming, from Div. 278.
 Geo. Riddle, from Div. 98.
 343—John Heinickel, from Div. 363.
 416—C. E. Br own, from Div. 173.
 686—J. L. Walker, John S. Rayburn, H. F. Aldis,
 from Div. 366.
 179—C. G. Franklin, from Div. 451.
 E. W. Sutton, from Div. 568.
 649—J. T. Lile, from Div. 309.
 637—H. O Neal, from Div. 497.
 P. Taylor, from Div. 599.
 526—J. W. Barber, from Div. 569.
 378—W. R. Young, from Div. 177.
 232—Wm. H. Spear, from Div. 494.
 186—E. B. Culver, from Div. 383.
 570—P. A. Lindsey, from Div. 453.
 J. W. Patton, from Div. 614.
 J. W. Murphy, from Div. 197.
 J. L. Caine, from Div. 594.
 D. D. McKown, from Div. 224.
 689—Bert Watt, G. L. Clarke, W. L. Stevens, A.
 Fontaine, W. E. Ryan, from Div. 128.
 36—J. M. Billman, from Div. 358.
 537—Jas. L. Looney, from Div. 317.
 620—W. S. Duncan, from Div. 28.
 343—Leo Beall, from Div. 473.
 542—Ed. Lawton, Martin Dooley, from Div. 31.
 352—Jas. W. Pyne, from Div. 75.
 363—W. F. Simms, from Div. 641.
 619—F. Brant, from Div. 626.
 492—Jas. Watson, from Div. 95.
 684—O. M. Burch, from Div. 386.
 Wm. Brown, from Div. 23.
 G. W. Carroll, from Div. 407.
 M. D. McClair, from Div. 432.
 Lee Whately, from Div. 458.
 R. C. Hoehn, from Div. 436.
 E. Brostmeyer, from Div. 477.
 R. V. Rhodes, J. W. Payne, from Div. 207.
 R. E. Don van, from Div. 620.
 N. L. Post, from Div. 628.
 436—H. D. Jackson, from Div. 489.
 J. A. Driscoll, from Div. 75.
 502—Geo. Colvin, from Div. 130.
 690—W. A. Sta' naker, G. L. Corder, F. Kerrigan,
 C. D. Marsh, W. T. Morgan, G. C. Smith,
 J. F. Butler, R. Malone, C. F. Gilman,
 F. A. Farnsworth, R. W. Hutchins, S. H.
 Giles, J. W. Reed, W. J. White, I. L.
 Ruble, J. L. Harris, J. C. Jordan, R. L.
 King, R. E. Smith, G. B. Ramsburg, W.
 Smith, J. L. Davis, John Mayse, from
 Div. 284.
 171—A. G. Secor, from Div. 77.
 672—P. W. Wilson, from Div. 666.
 445—H. A. Ketchum, from Div. 429.
 96—James B. Lawson, from Div. 28.
 406—Wm. Wright, Jr., from Div. 287.
 165—Geo. F. Larkin, from Div. 539.
 678—F. P. Bills, from Div. 304.
 177—A. L. Sharp, from Div. 453.
 632—Barney Clark, from Div. 281.
 B. L. Edwards, from Div. 614.
 Bro. J. L. Thompson transferred from Div. 363
 to Div. 603, in the September JOURNAL,
 should have been Bro. J. S. Thomp-
 son.

WITHDRAWALS.*From Division—*

- 172—F. H. Dunbar.
 431—Geo. M. Van Sickle.
 290—Peter H. McGuire.
 209—O. B. Duxstad.
 13—Chas. Kennedy.

From Division—

- 308—John Nidd.
 338—Thos. Pries.
 297—Thos. Hayes.
 106—Chas. H. Brown.
 Walter C. Fassett.

REINSTATEMENTS.*Into Division—*

- 449—V. A. Kirven.
 500—Fred Hooker.
 101—Robt. L. Wilson.
 372—J. P. Burns.
 161—P. J. Moor.
 386—D. S. Patrick.
 471—F. H. Kahm.
 316—Willis Pegley.
 John Long.
 190—W. N. Hinnerman.
 33—C. J. Ligon.
 492—Thos. J. McHugh.
 416—Wm. P. Alters.
 397—Geo. W. Nicely.
 210—Robert Pate.
 460—P. S. Fitzpatrick, from defunct Div. 23.

Into Division—

- 125—John R. Atkinson.
 81—Chas. Chapman.
 256—Chas. P. Baughn.
 107—M. O'Grad.
 W. W. Lowden.
 61—Alonzo B. Fall.
 182—Thos. Carr.
 113—W. B. Slightholm.
 226—W. L. Walters.
 52—John M. Unglaub.
 7—Chas. H. Pierce.
 177—W. E. Owens.
 265—Chas. J. Gayle.
 302—Chas. A. Garrison.

EXPELLED.**FOR NON-PAYMENT OF DUES.***From Division—*

- 26—J. E. Muldowney.
 172—Wm. J. Wiley,
 P. Cunningham, m.
 451—Frank Johnson.
 155—E. G. O'good.
 232—T. J. Gilfeather.
 190—H. B. Tuttle,
 W. N. Hinnerman.
 256—Jas. M. Reid.
 556—J. B. Parks.

From Division—

- 78—E. T. Smith,
 A. M. Tate.
 94—Albert Morrisette.
 570—Geo. Barrett.
 436—E. Love.
 155—Peter Smith.
 524—John W. Wilson.
 631—H. B. Chadwick.
 396—Roger E. Williams.

FOR OTHER CAUSES.

- 55—H. D. Bawcom, forfeiting insurance.
 82—Wm. M. Dunn, non-payment of dues and
 forfeiting insurance.
 20—F. H. Carney, forfeiting insurance.
 187—Geo. H. Tucker, forfeiting insurance.
 56—Louis C. Hamann.
 49—Wm. Kirby, non-payment of dues and non-
 attendance.
 290—W. M. Scott, forfeiting insurance.
 416—Geo. M. Klett, non-payment of dues, non-
 attend nce, forfeiting insurance.
 503—Richard Cain, forfeiting insurance.
 84—F. S. Stansberry, C. P. Price, forfeiting in-
 surance.
 649—T. J. Teston, forfeiting insurance.
 150—F. C. Watts, non-payment of dues and for-
 feiting insurance.
 125—E. E. Leese, drunkenness.
 109—Alfred P. Stanley, Geo. J. Albright, Harry
 E. Sterling, Joseph B. Thacklingburg, vio-
 lation of obligation.
 376—Morr s Stauffer, forfeiting insurance.
 187—Geo. H. Tucker, forfeiting insurance.
 499—H. W. Egan, violation of obligation, non-
 payment of dues, and forfeiting insurance.
 527—M. B. Tarking on, unbecoming conduct.
 78—John J. Martin, Wm. F. Keyer, engaging in
 saloon business.
 95—Thos. Chard, Geo. Vettle, violation of obli-
 gation.
 558—J. O. Lebel, violation of obligation.
 245—J. W. Sutton, forfeiting insurance.
 129—John Black non-payment of dues and for-
 feiting insurance.
 5—P. H. Love, forfeiting insurance.
 136—Ed. Kirwan, Alfred J. McDivitt, forfeiting
 insurance.
 445—Lyman Brown, non-payment of dues and
 forfeiting insurance.
 363—Alonzo T. Jasper, non-payment of dues and
 forfeiting insurance.
 265—J. H. Cooper, deserting his family and non-
 payment of dues.
 632—J. H. Lackey, non-payment of dues and for-
 feiting insurance.

Bro. Frank Beckert was published in the Septem-
 ber JOURNAL as being expelled from Div. 473 for
 forfeiting insurance. Action was declared illegal,
 and ordered expunged from all records by G. C. E.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have renewed our arrangement with the Webb C. Ball Watch Co., Cleveland, O., for an unlimited number of watches as premiums; watches that are guaranteed to be O. K. in every respect, and will be given as premiums under the following conditions:

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$20.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard, 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

Mr. C. H. Salmons, Editor JOURNAL:

DEAR SIR AND BROTHER:—The 19-jewelled Webb C. Ball gentleman's watch has been received O.K. The case selected by you was perfectly satisfactory, as is the watch. I think some one in each Subdivision should work for one of these splendid premiums, as well as for the interest of the JOURNAL, and through it, the order. With many thanks for the watch, I remain
Yours fraternally,

C. K. TALIAFERRO, C. E. Div. 595.

A large number of Brothers can obtain one of these excellent watches if they make an effort, and will help the JOURNAL as well as themselves. EDITOR.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

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LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 150-153.

SERIES G.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, NOV. 1, 1905. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRs AND BROs.:—You are hereby notified of the death or disability of the following members of the Association :

Four Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750. \$2.00 from all who are insured for \$1,500. \$4.00 from all who are insured for \$3,000. and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of

money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Ass't	Name.	Age.	No. of Div.	Date of Admission	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
109	H. W. Rockefeller	33	275	July 22, 1900.	Aug. 30, 1905.	Blastomycosis.....	\$1500	Marg. Rockefeller w.
110	J. W. Waits	34	270	Dec. 11, 1903.	Sept. 7, 1905.	Apoplexy.....	1500	Myrtle W. Waits, w.
111	T. R. Murray	47	408	May 19, 1901.	Sept. 8, 1905.	Drowned.....	1500	Lizzie M. Murray, w.
112	E. Hosier	36	643	July 19, 1903.	Sept. 11, 1905.	Scalded.....	1500	Maggie Hosier, w.
113	H. T. Brown	26	517	Sept. 27, 1904.	Sept. 12, 1905.	Killed.....	750	susan R. Brown, m.
114	Fra. k McNulty	52	55	Apr. 12, 1888.	Sept. 14, 1905.	Cerebral softening	3000	As per will.
115	G. O. B. coffee.	55	157	Apr. 27, 1883.	Sept. 14, 1905.	Leg amputated	3000	Self.
116	Harry Jones	29	412	Sept. 14, 1902.	Sept. 14, 1905.	Right eye removed	1500	Self.
117	Wm. D. Hook	50	621	Apr. 25, 1903.	Sept. 14, 1905.	Cancer.....	1500	Julia A. Hook, w.
118	S. D. Snyder	55	151	Dec. 8, 1888.	Sept. 16, 1905.	Killed.....	3000	Mrs. S. D. Snyder, w.
119	John D. Stelzer	31	471	Oct. 19, 1904.	Sept. 17, 1905.	Edema of lungs	1500	Carrie Stelzer, m.
120	Ralph Dwight	50	641	Oct. 13, 1899.	Sept. 17, 1905.	Killed.....	1500	Children.
121	John J. Lynch	28	175	Mch. 20, 1905.	Sept. 18, 1905.	Tubercu'osis.....	1500	Bridg t Lynch, m.
122	Alfred Carlsson	37	297	Sept. 18, 1904.	Sept. 18, 1905.	Typhoid fever.....	1500	Jennie Carlsson, w.
123	D. A. Helman	38	108	Oct. 6, 1901.	Sept. 18, 1905.	Killed.....	1500	Hanna M. Helman, w.
124	Elmer D. Brown	38	597	May 4, 1902.	Sept. 19, 1905.	Killed.....	3000	Mary E. Brown, w.
125	Felix Quick	44	239	Aug. 13, 1895.	Sept. 20, 1905.	Killed.....	750	His lawful heirs.
126	Frank McCauley	63	45	Oct. 25, 1885.	Sept. 21, 1905.	Killed.....	3000	Al & Rose McCauly's
127	E. McCleary	51	71	Apr. 16, 1899.	Sept. 21, 1905.	Killed.....	1500	Isabel McCleary, w.
128	Henry Boncher	47	33	Nov. 20, 1882.	Sept. 22, 1905.	Paralysis.....	3000	Mrs. Hen. Boncher, w.
129	A. J. Dumas	28	379	Oct. 20, 1899.	Sept. 23, 1905.	Apoplexy.....	750	Margaret Dumas, w.
130	J. H. Askew	48	51	April 13, 1883.	Sept. 24, 1905.	Indigestion.....	3000	Jane M. Askew, w.
131	S. E. Harvey	33	163	Mch. 17, 1902.	Sept. 24, 1905.	Killed.....	1500	Ida J. Harvey, w.
132	Wm. Keagle	55	24	May 10, 1887.	Sept. 24, 1905.	Brain trouble.....	4500	Two bro's & child'm
133	A. S. Artist	65	115	M. h. 6, 1875.	Sept. 25, 1905.	Killed.....	3000	Louisa Artist, w.
134	W. J. Farmer	31	554	Mch. 13, 1905.	Sept. 25, 1905.	Congestion.....	1500	John Farmer, b.
135	W. L. E. Briden	31	613	Dec. 18, 1904.	Sept. 25, 1905.	Suicide.....	1500	Harriet Briden, w.
136	H. A. Ball	41	671	Mch. 13, 1890.	Sept. 26, 1905.	Heart failure.....	1500	Id M. Ball, w.
137	C. F. Jackson	41	625	Jan. 6, 1902.	Sept. 25, 1905.	Typhoid fever.....	1500	Mae Jackson, w.
138	Geo. Morgan	40	475	Mch. 24, 1902.	Sept. 25, 1905.	Rupture.....	1500	Hattie Morgan, w.
139	Win. A. Yagow	35	625	Jan. 16, 1905.	S. pt. 28, 1905.	Killed.....	1500	Lydia Yagow, w.
140	M. W. Duggan	37	12	June 28, 1900.	Sept. 28, 1905.	Left hand ampt'd	4500	Self.
141	J. R. Kirby	26	311	Sept. 8, 1896.	Sept. 29, 1905.	Killed.....	4500	Lila S. Kirby, w.
142	C. D. Debaugh	47	619	Jan. 13, 1888.	Sept. 29, 1905.	Killed.....	3000	Mrs. A. Diebaugh, w.
143	A. E. Dunn	44	356	Mch. 21, 1898.	S. pt. 30, 1905.	Killed.....	4500	ois.
144	J. B. L. Garvey	28	535	July 28, 1902.	Oct. 1, 1905.	Typhoid fever.....	1500	Mrs. M. T. Garvey m.
145	Geo. Smith	38	490	Sept. 29, 1902.	Oct. 4, 1905.	Killed.....	1500	Gertrude Smith, w.
146	Simon S. Linwell	68	16	May 13, 1884.	Oct. 4, 1905.	Left leg amputat'd	4500	Self.
147	Stephen Ward	60	171	July 29, 1887.	Oct. 4, 1905.	Locomotor ataxia..	1500	Louisa Ward, w.
148	Chas. Lundblad	60	92	Apr. 21, 1876.	Oct. 5, 1905.	Blood poison.....	3000	Isabella Lundblad, w.
149	John Marks	48	58	Jan. 11, 1892.	Oct. 7, 1905.	Heart failure.....	3000	Mrs Jo- J Mark- w
150	Frank Bird	67	71	Sept. 18, 1887.	Oct. 9, 1905.	Apoplexy.....	3000	Mrs. Lily Brees, d.
151	J. W. Hamby	45	473	Oct. 6, 1902.	Oct. 9, 1905.	Killed.....	1500	Lizzie Hamby, w.
152	John McCune	75	476	Mar. 16, 1887.	Oct. 10, 1905.	Cancer.....	3000	Lena McCune, w.
153	Math. Z. Hickey	53	361	Dec. 27, 1900.	Oct. 10, 1905.	Killed.....	1500	Ellora Hickey, w.

Total number of claims, 45. Total amount of claims, \$99,750.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Feb. 1, 1905.	Miss Ella Toy	737	L. T. Moody	323	\$1500
Mch. 28, "	James Hayes	811	T. W. Roche	42	3000
Apr. 27, "	Carrie E. Auchter, guardian	821	S. Garabrant	53	1500
" 27, "	Mrs. Anne Casey	823	P. Roy	469	1500
" 20, "	J. H. McMullen	914	C. Boyer	62	3000
" 21, "	J. D. Childers	915	A. S. Jones	307	4500
" 30, "	Mrs. E. Barfield	918	B. P. W. Ilborn	136	750
May 7, "	Mrs. Mattie Allphin	921	J. P. Hittle	44	1500
" 7, "	Jacob Eic	922	F. M. Andrews	672	1500
" 15, "	Mrs. J. S. Mavo	931	J. M. Tutwiler	401	1500
" 15, "	Mrs. Annes Thomas	932	H. A. Prout	78	3000
" 7, "	Mrs. Mary E. Steuben	935	E. A. Wright	10	3000
" 23, "	Mrs. Maudina Canty	937	W. M. Cole	126	1500
" 24, "	H. D. Hale	950	Geo. Redmon	548	3000
" 25, "	Helen L. Vail	951	John Hockenbeger	186	3000
" 25, "	Clarie F. Burke				
" 25, "	Leo J. Burke				
" 25, "	Josephine L. Leib				
" 30, "	Stella M. Resman				
" 30, "	Mrs. Kate E. Knapp	956	Wallace Geiger	652	3000
June 10, "	Mrs. Jennie D. Snyder	954	A. N. McMullen	33	1500
Aug. 1, 1904.	A. H. Preston	968	N. A. Warren	404	3000
May 6, 1905.	Mrs. Mary McElvaine	971	C. A. Blake	453	1500
" 31, "	John T. Hannon	971	D. D. Hall	254	1500

Acknowledgments—Continued.

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.				
June 7, 1905	A. T. Upper	975	Daniel Brown	310	\$ 500				
9	M. S. J. Urcetta Brown	976	A. Delhamme	376	3000				
11	Mrs. Maggie D. Chalk	978	L. J. McGann	103	3000				
11	Mr. Wm. S. Ince, field	979	George W. Iabbs	40	1500				
11	Mr. L. Pennett	980	Alphonse Tanguay	381	700				
12	Mr. I. G. P. pp.	982	J. W. Cookson	491	1500				
16	Mrs. Felicia Cuable	986	W. C. Jones	84	3000				
16	Mrs. Julia Wall	987	W. E. Zimmermann	95	3000				
17	{ Leonora L. Smith	990	N. A. Warren	404	3000				
	{ Lottie E. Douglas								
	{ Nettie E. Ashnell								
17	Mrs. Nettie A. Covell	992	George W. Fry	52	1500				
17	Mrs. Christina Carroll	994	E. H. Buck	278	1500				
19	Mrs. Mary E. Bossert	995	Theo. Lindemuth	27	1500				
20	Mrs. Agnes Perry	997	P. O'Donnell	76	1500				
21	Mrs. Bridget Dailey	998	Wm. Frazer	169	3000				
21	Mrs. M. Cook	999	W. E. B. Ynton	260	3000				
21	J. R. Jones	1000	J. D. Harrell	156	1500				
22	Mrs. A. H. Tyler	1001	C. R. Bosworth	3	3000				
23	Mrs. Mary J. Moore	1002	J. A. Perkins	409	1500				
24	Mrs. Jennie Barghman	1003	W. H. Cunningham	39	4500				
24	Mrs. Stella M. Barnhart	1004	James Carl	60	3000				
25	Mrs. C. H. Leisch	1005	F. J. Mills	28	1500				
29	Mrs. Adeline Baldwin	1007	C. S. Allmon	170	3000				
29	Mrs. M. H. Willis	1008	C. M. Riddell	396	3000				
29	Mrs. H. Lena M. Kinney	1009	Thos. Chapman	141	1500				
30	Chas. J. Burlingame	1010	P. H. DeGuire	297	1500				
July 1	{ Mrs. Mary C. Anthony	1011	J. H. Welch	207	3000				
	{ M. S. Alice Peacock								
1	Mrs. Mary A. Graves					1012	Arthur Cummings	318	1500
2	Mrs. Isabella Stoolkey					1013	D. H. Eaveson	543	3000
4	Mrs. Mari Brewer					1014	Wm. Frazer	169	3000
4	Mrs. Maggie McCarthy					1015	Theo. Farrell	116	1500
5	Mrs. M. J. Shelton					1016	J. C. Green	271	3000
7	Mrs. Izzie Seitzinger					1018	H. E. Wilson	90	1500
9	Mrs. Thos. Madigan					1019	C. P. Ashelman	276	1500
12	Mrs. Kate Smith					1020	W. H. Miller	373	1500
12	{ Mrs. Susan Schmich					1021	Henry Neim	13	1500
	{ J. J. Murphy, guardian								

Financial Statement.

CLEVELAND, O., Oct. 1, 1905.

MORTUARY FUND FOR SEPTEMBER.

Balance on hand Sept. 1, 1905	\$275 531 40
Paid in settlement of claims	139 500 00
Surplus	\$136 031 40
Received by assessments 1018-21 and back assessments	\$106 074 66
Received by assessments 48-51	950 28
Received by members whose insurance was carried by A- society	793 105 107 818 34
	\$243 849 74
Mortuary fund	145 809 34
Special mortuary fund *	98 040 40 \$243 849 74

Balance in bank Sept. 30, 1905

EXPENSE FUND FOR SEPTEMBER.

Balance on hand Sept. 1, 1905	\$ 7 101 51
Received from special	9 983 25
Received from fees	344 245 10 327 49
Total	\$ 17 429 00
Expenses during month of Sept., 1905	1 509 62
Total in bank Sept. 30, 1905	\$ 15 919 38

*The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

Statement of Membership.

FOR SEPTEMBER, 1905.

<i>Classified, represents:</i>	\$750	\$1,500	\$3,000	\$4,500
Members who paid as- essments 1018-21	4,091	24,932	10,258	1,687
Members from whom as- essments 1018-21 we e not collected	479	1,983	555	8
Members carried by the Association	3	130	289	22
Applications and rein- statements received during month		337	113	24
Totals	4,573	27,382	11,215	1,741
From which deduct poli- cies terminated by death, accident, or otherwise	13	60	26	2
Total membership Sept. 30, 1905	4,560	27,302	11,189	1,739
Grand total				44,790

M. H. SHAY, Gen'l Sec'y & Treas.

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BROTHERHOOD OF
LOCOMOTIVE ENGINEERS
MONTHLY JOURNAL

C. H. SALMONS, EDITOR AND MANAGER,
807 SOCIETY FOR SAVINGS BLD'G, CLEVELAND, O.

Vol. XXXIX.

DECEMBER, 1905.

NUMBER 12.

Ring the Joy-Bells !

" Sing, for the Yule-tide is here once again,
Merry, Merry, Merry Christmas !
Sing out & your carols in sweetest refrain,
Merry, Merry, Merry Christmas !
On this birthday of the Lord,
Children, sing in glad accord;
Loud yo ur thankful anthems raise,
Bring your choicest gifts of praise.

" Sing, while again the sweet story is to'd,
Merry, Merry, Merry Christmas !
Sing of the Shepherds who watched by their fold,
Merry, Merry, Merry Christmas !

Angels chanted in the sky:
' Glory be to God on high.
Peace, good-will to all below.'
Sing once more their wondrous song.

" Sing, till the world with your music is
filled,
Merry, Merry, Merry Christmas ;
Sing till all discord and anger is stilled,
Merry, Merry, Merry Christmas !
In your hearts now crown Him King;
To His feet your offering bring,
Love, the royal diadem
Of the Babe of Bethlehem."

—Magazine of Mysteries.



THE BABE IN BETHLEHEM.

Water Supply for Great Cities.

The census accords Boston, Mass., sixth place among the cities of the United States, but this does not include the outlying towns in which live many of Boston's business men, the employees who work within its limits, and the vast number whose livelihood depends entirely upon Boston as a business center. Within a radius of fifty miles from the State House, Beacon Hill, the last census shows 2,500,000 souls, a million and a half of whom live within twenty-five miles, and one million of these within ten miles, or what is called Greater Boston, and whose entire dependence for a living comes from Boston's varied industrial in-

their homes with water of the best to be found. Many of these are perpetuated in history by the names being appended to streets, etc., and not a few of the large buildings in the business district are at the present time being supplied with drinking water from those same long time honored springs used by the early settlers; but as a rule the wells are out of use, by force of health conditions.

An additional supply of water was a subject for the town fathers of Boston as long ago as the city received its charter in 1826, and was a bone of contention among the political factions till 1846, when Jamaica Pond was made use of and water taken by aqueduct into the



PUMPING STATION, BOSTON WATER SYSTEM.

stitutions, and their water supply for home consumption as well. Hence it becomes one of the great problems in these great congested districts to find ways and means of supplying the necessary water for fire protection, manufacturers' and domestic use, and Boston is spending millions for this purpose, our illustrations showing some of the great work now nearing completion in order to meet the growing demand.

William Blackstone, the first settler of Boston, located his homestead near a spring of flowing water that to this day is to be seen in the humdrum of a busy city. Several others of the early settlers located similarly, near a spring to supply

most congested part of the city, the pipes being wooden logs, some of them being still in good state of preservation, the supply from that source not being entirely dispensed with on account of the new supply being introduced.

The supply from Jamaica Pond not being adequate at the outset caused the city to look further and many propositions were entertained. The realization of the fact that Boston's ever increasing growth must be looked after, prevented the local lakes and ponds from being confiscated for their use. The most feasible hope left to them was the taking of Lake Cochituate in Natick, being distant about eighteen miles. This work was begun

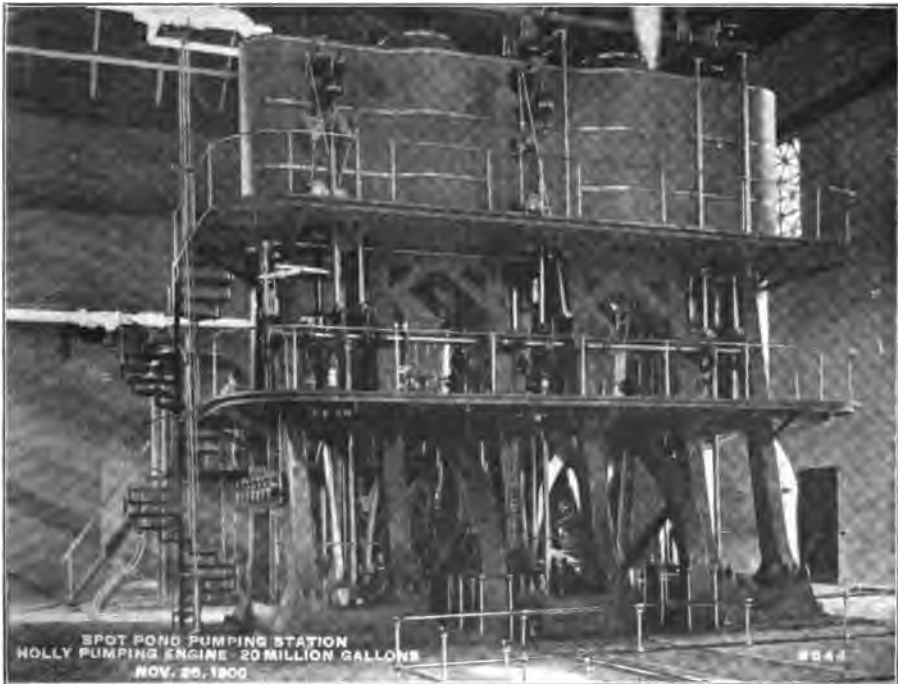
and after the labor of several years was completed in 1869.

By this time Boston had grown to such an extent that she had almost outgrown the provision for water, and movements were at once effected whereby the neighboring locality at Natick and the adjoining towns of Framingham and Ashland eventually were used to reinforce the Cochituate supply. Natural ponds were used, reservoirs constructed and to all this the Sudbury River was called into service. This, what is called the Cochituate and Sudbury River service, took almost the entire water supply of a territory nearly the size of the state of Rhode Island, which was not

dry times called for all the curtailment possible in the use of water in the homes and factories. With the marvelous increase of demands incumbent upon a thickly settled locality came the one inevitable necessity—sewerage. This had been only locally cared for by the municipal districts of Boston.

The addition of Roxbury, Dorchester, Brighton and Charlestown to Boston a generation ago, brought water and sewer plants with them, being as local as those that existed in the neighboring towns and cities.

With water and sewerage of a "one horse" nature, the citizens at large came to realize that the lack of system and of



HOLLY PUMPING ENGINE, SPOT POND STATION, BOSTON WATER SYSTEM, CAPACITY 20,000,000 GALLONS.

enough to meet the demands of the growing district. Manufacturing, public, private and sanitary services required a constant and never failing supply, and even with the millions of attendant expense, Boston was nearly at her wit's end to know how to meet the demands for water.

Meanwhile, the immense growth of her outskirts, which are in the valleys of the Charles, Mystic and Neponset rivers, were in the same predicament as to water. Some of the neighboring towns and cities were supplied, but none had any more than they needed, and shortage in the

water was a grave problem and they began to take immediate steps for its solution, culminating in the Metropolitan Water and Sewerage Board, created through legislation. The sewerage board constructed an extensive sewer system for Boston and her outlying towns, and the water board took steps for arranging for an ample supply of water. This was ten years ago. The Metropolitan Water Commission immediately settled upon the lower branch of the Nashua River, and with a dam at Clinton, taking parts of the towns of Clinton, Boylston, West Boylston and Sterling. Within this

locality were several manufacturing villages, and the greater part of the thriving village of West Boylston.

There were several thousand inhabitants, and manufacturing plants representing hundreds of thousands of dollars, farms as valuable as any in the state, and six and a half miles of the Central Massachusetts Railroad, and a portion of the Worcester and Nashua, both operated by the Boston and Maine.

The accompanying view from Clinton, looking over the Lancaster Mills toward the site of the dam indicated by a cross, shows how individual interests must give way to that of the many.

The natural location was a broad and fertile interval enveloped in hills that rose more or less abruptly, and the site

priation of \$27,000,000.00, and which would later require several millions more, as the sum is to reach forty millions. Besides the removal of the people, business, buildings, etc., there were cemeteries in all containing several hundred interments to be cared for, a new location for the Central Massachusetts Railroad, and the entire removal within the reservoir site, also for a given distance from its proposed shore, all to be seen that was the handiwork of man.

The buildings removed numbered in the hundreds, which included those of six large cotton mills making several kinds of goods, several churches, and other institutions of various kinds.

Almost immediately below the dam are



CLINTON, MASS., LOOKING TOWARDS LOCATION OF DAM.

selected for the dam, just above Clinton center, was at a narrow place where the hills almost met, and the bed was practically solid ledge. The height of the dam as proposed would flow back a distance of about thirteen miles, following the winding of the river, and give a varied breadth of from one to about three miles at its widest place, and a shore distance of thirty-five miles, containing in all 4,195 acres of overflowed land, and when filled would contain 68,068,000,000 gallons of water.

To carry out this immense undertaking called for a small army of help and of many natures, for ten years during the process of construction and for an appro-

the Lancaster Mills of Clinton which were directly affected, not only as to water rights at that point, but owned above the dam at Boylston village a large brick mill and village, of all of which, like Jerusalem of old, at its destruction, "one stone is not left top of another." Added to this was the removal of all soil to a hard stone or gravelly bottom, trees, mud, or any loose material whatever. This was undertaken soon after the beginning of operations.

Our view is of locality of dam soon after beginning its construction, and showing partly constructed bridge made necessary to get railroad tracks out of the valley. Mill pond and buildings give some idea of



THE ACCOMPANYING ILLUSTRATIONS WILL GIVE SOME IDEA OF THE GREAT EXPANSE OF TERRITORY TO BE SUBMERGED WHEN FILLED TO ITS FULL CAPACITY.

changes made necessary and buildings torn down or moved.

The view, with the easterly part of West Boylston village in the background,

shows the relics of the Clarendon Mills, and some of the many former homes of its employees. The roadbed of the Central Massachusetts Railroad



BRIDGE NECESSARY TO CHANGE ROUTE OF THE CENTRAL MASSACHUSETTS RAILWAY,

runs through this valley and can easily be discerned. The houses beyond are near the W. & N. Division of the B. & M., as the road passes from Oakdale to Worcester. The former station and lower village of West Boylston were just a little to the right of the ruins of the Clarendon Mills.

The prospect of disturbed business relations and the moving or tearing down of houses within the territory to be occupied by the great reservoir, created an antagonistic sentiment, and the towns affected raised money and fought the enterprise, but eventually the wiser ones saw the futility of standing in the way and took advantage of good prices and

reservoir caused quite a little attention to be given to the Central Massachusetts road for a new location, and after several surveys the road was diverted north of its original location just west of West Berlin and to pass north of the site of the new dam, and connect with the Worcester and Nashua Division of the B. & M. R. R., and run to Oakdale, then coming back to the west end of the Central Massachusetts at the Oakdale station. .

The station at Oakdale was removed and tracks elevated on account of water limit so as not to interfere with the limit of high water, but for about a mile at this point the W. & N. Division of the B. &



NECESSARY DESTRUCTION OR REMOVAL OF STRUCTURES.

moved to other places, and the estates were purchased by mutual agreement or legal process, and property rights respected as far as possible under such circumstances. The southerly part of Clinton and the town of Boylston are seen in the accompanying cut.

To provide for the conduit for the supply of water from the reservoir a tunnel two miles in length was constructed through a ridge of hills to the Assabet River valley in West Berlin, thence by a masonry aqueduct and open channel to the Sudbury River Reservoir in Southboro, whence it is conveyed to the service of Greater Boston. The rugged country immediately east of the great

M. passes through and along the edge of the reservoir.

A regular railroad was constructed in the basin limits, some of it double track, and twenty-seven trains of gravel cars were seen in operation at one time. Some of the places were eighty feet below the proposed surface, while some were near the water's edge, and not a few above the water line, but "too near" according to the proposed plan of preventing pollution.

The changing of many original routes of travel has caused the building of several new roads at the expense of the state, which are excellent thoroughfares, some of which pass through portions of the pond,



REMOVAL OF OAKDALE STATION, B. & M. RY.

the bridges all being granite masonry of best possible construction, also a state road will

entirely encircle the water when completed. The slopes, after being cleaned of all



THE GREAT WORK OF LEVELING THE BASIN ABOVE THE WACHUSETT DAM.

material, have been paved with stone, thus preventing any wash, and above the paving grass sward is already planted in many places. An effective police force is always on duty to guard against intruders or offenders and strict rules adopted that the public are bound to respect.

In the ridge surrounding the new lake two low places appeared, and at which dikes have been placed, they being at opposite sides of the dam and known as the North and South Dikes. The south one is the summit of the ridge where the Central Massachusetts road originally passed, and is eighteen feet in height to the water line.

The distance across the valley at the crest of the main dam is 1,250 feet, and

brought from West Chelmsford, Mass.; of other material that entered into the construction, 50,000 barrels of cement were used. The work upon the dam was begun Oct. 19, 1900, and the first stone was laid June 5, 1901, and the last stone June 19, 1905, making in this one part of the undertaking an aggregate expense of \$1,603,635.

Several of the towns and cities of Greater Boston, coming into the new system, after negotiations, entered the new service and with Chestnut Hill reservoir in Brookline, Spot Pond in Stoneham (which had for years supplied Melrose, Malden, Medford and Everett), also was used, the two being connected, they being used to distribute locally the water of the



WACHUSETT DAM PRACTICALLY COMPLETED.

the waste weir placed at an angle with the main body of the structure makes the total length of the dam 1,400 feet. The top of the dam is 145 feet above the bed of the river, and about 200 feet above the bed of the rock foundation on which it rests at its deepest point.

To prepare for locating the stone work of the dam 360,000 cubic yards of earth and stone were removed, 280,000 yards of masonry were constructed, making an excavation of 376 feet in width at the top and a width at the foundation of 211 feet. A nearby quarry on the state's premises furnished much of the granite for the dam, while the finer stone used was

great system, and known as the Low Service supply.

The pipes used are forty-eight inches in diameter and of two separate lines, so one cannot interfere with the other in case of accident. The capacity of the aqueduct from the reservoir at Clinton to Sudbury River basin is equal to over 300,000,000 gallons daily. From the Sudbury basin an independent line is also constructed to Chestnut Hill with a capacity of over 250,000,000 gallons daily.

The conduit through West Berlin having been completed for some time, water was turned into it for the supply of Greater Boston long before the dam was



WACHUSETT DAM, RAILROAD BRIDGE AND APPROACH, BENEATH STONE ARCH OVER WASTE WATER RETAINED FOR MILL PURPOSES BELOW.

completed. A gatehouse was also constructed below the dam, where the supply and overflow of water can be governed at will. Below the gatehouse is constructed

what is known as the "spillway," where water is allowed to proceed in certain quantities in its natural course, according to the contract with the companies using



VIEW OF THE FACE OF THE WACHUSETT DAM, SPILLWAY AND GATEHOUSE COMPLETE, WITH TROLLEY DERRICKS WHICH WERE USED IN CONSTRUCTION STILL IN PLACE.

it as water power below and for whose riparian rights it forms a partial settlement with the various companies on the Nashua and Merrimac rivers, all of which had to be considered and dealt with as a part of the gigantic franchise.

The Central Massachusetts Railroad before referred to enters from West Berlin through the tunnel of 1,800 feet in length, enters on a viaduct nearly 1,000 feet in length, 135 feet above the river bed, just below the dam and passes close to it, traveling the west shore, enters a 65-foot cut in solid ledge and along the shore near the north dike, which it follows a short distance, where it soon comes to a junction with the Worcester and Nashua Division.

dated as early as 1790, much of it being granted for service in the Colonial Wars, and against the Indians. It is full of history, having been written in both prose and verse.

Within the limits of the town of West Boylston was born in 1814 Erastus Brugham, LL.D. and inventor, the founder of the town of Clinton, which was incorporated through his influence in 1850, and of which he was a promoter of many of Clinton's valuable industries. Robert B. Thomas, celebrated for his "Old Farmer's Almanac," was born here in 1760, and died in 1846 at the age of 86 years. The "Vale of West Boylston," long celebrated by a beautiful ballad, is located here



VIEW OF SPILLWAY BELOW THE DAM. THE WATER BELOW IS THE POND OF THE LANCASTER MILLS AT CLINTON.

June 15, 1903, the old road through the reservoir was given up, and the new line over the viaduct first used by passenger trains, while as yet some of the old line is used as a siding by the commission for supplies, the new line having been constructed in lieu of the old on account of the dam.

Few people can realize the enormity of the undertaking represented in this the largest dam in the world, and the immense amount of water stored behind it when full. Three miles away the depth will be sixty-five feet, and there will be very little shallow water on account of its steep sides.

A greater part of the locality was set-

and will form a portion of the southerly part of the reservoir.

In the depths of the foundation the stone of each side of the valley met, the east side being schist, while the west side was granite, the first being an older stone, and the latter appearing to have come in a molten state firmly adhered to the schist, filling every crack and fissure, and in its present case furnished much food for thought to the geologist, as it plainly shows, its action by contact with the schist, in having turned up an edge of a wave-like appearance before cooling off.

The extent, expense and volume of the Metropolitan Water System is second to none in the world, save one in France,

which is about on a parallel with it. While attended with expense, it has been so constructed that it is a model of all that could be asked for in nearly if not every part of the enterprise and is an everlasting monument to the progressiveness of the people by whom it has been reared. The space allotted to this subject in our JOURNAL is by far insufficient to do justice to the great work, and to be appreciated it must be seen.

W. F. BUCKNAM,
Cor. Sec. Div. 61.

Lucy's Christmas Ride.

BY ALLEN FRENCH.

Caleb was looking at some papers when Lucy came into the room. He thrust them into the pocket of his overcoat.

"Caleb," said Lucy, "you've dropped a letter."

Caleb started, muttered, and flushed. Lucy was already stooping for the letter. "Why," she exclaimed, "it's addressed to me!"

Caleb's wife came to his rescue. "Caleb forgot to give it to you. He got it last night, after you were in bed. The post-office was open late, on account of Christmas eve."

"I see," said Lucy. But the others looked anxious; they watched a frown gather while she read. "I don't understand," she murmured. There was no heading to the letter; she looked at the postmark for a name and date. The mark was blurred. She finished reading, then folded the letter and thrust it into its envelope.

"Come, Caleb," she said. "We'll be late to church." A glance of relief passed between the other two.

As they went out into the street, leaving his wife to cook the dinner, Caleb took off his overcoat and hung it over his arm.

"Won't you find it cold?" asked Lucy. "It's a rather raw day."

"A little raw," said Caleb, moving his shoulders as if he felt the cold. "But there, I'll soon warm up. You see, the coat's the only one I've got, and it's so old I don't like to be seen wearing it on Christmas Day."

"Perhaps I——" began Lucy impulsively. She checked herself; she would get him a new coat and surprise him. Caleb turned his head away, and hid a smile.

"John has written me such an unreasonable letter," she said. "One would think that he was living in the next town. And he writes as if he had written before; I must have missed one of his letters. He asks me to come today to his Christmas dinner."

"He does?" exclaimed Caleb. "But I thought you and John had quarreled!"

Lucy winced. Caleb had touched a sore spot. "At any rate," she said hastily, "I can't travel two hundred and fifty miles to John this morning. He says that since I won't come to spend several days, he will have dinner at noon, so that I can go and come before night. Why, that's impossible."

"Strange," said Caleb.

"I don't see what he's thinking of," said Lucy.

They walked a while in silence, and Caleb shivered so that Lucy should see. It inspired her with a desire to get to church quicker. "Caleb," she said, "let's take the short cut."

The town was not large; its main street lay on a curve, and by a path through the fields they could save distance. But at the railroad crossing a freight train blocked the way. "Oh dear!" said Lucy. "These trains sometimes stand here for hours."

"We might climb through," suggested Caleb.

"If the train should start!"

Caleb peered up and down the train. "I see no engine."

"Well, then," said Lucy. "You go first."

Caleb crossed in safety. "I'll leave my coat on the couplers so you shan't dirty your dress," he said. "Now, Lucy."

She climbed until she was seated on the beam jutting above the coupler. With care she swung her feet across, and faced the further side. "Now," she said, "are you sure you can lift me down?"

"Sure," said Caleb. Standing between the cars, he reached up to take her.

She grasped the brake rod with a scream. "Oh, Caleb, listen!"

Jarring and groaning along the line of cars. There was an engine! Her car started with a jerk; the other followed. Caleb was forced to move in the train's direction. "Jump down!" he cried.

"Never!" she answered firmly. "Caleb, you'll get hurt."

He drew out from between the cars, and as the train went faster ran alongside. "Lucy!" he gasped in consternation. "Lucy!"

"Caleb!" she responded, helpless. The speed increased; she had a last glimpse of his fat, fair face. Then he was left behind.

A brakeman appeared at the top of the car. "Sure, mum," said he, "you're in for it."

"Stop the train!"

"I can't."

"How far are we going?" cried Lucy. "Miles."

Lucy was wise. She knew the laws of

tides and railroads, and accepted the situation calmly.

"Can you keep your place?" asked the brakeman. "You'd best not try to climb up here."

"Indeed not!" she answered. "I will sit here." The beam was narrow, but Lucy was thin. She was secure.

"Make yourself comfortable, then," he said. "You'll lose that coat from the couplers if you don't look out. Put it behind you to ease your back. No, wait, I'll do it."

He ran down the ladder—Lucy envied him the ease of movement—and reaching over with one hand, picked up Caleb's coat. A pipe tumbled from the pocket

of them were old, worn, and dirty. Bills, no doubt, and unpaid. Caleb, though her own cousin, was so shiftless. She thought of the letter in her pocket, but she could not get at it. She tried to remember what it had said; its ending especially. It was almost pathetic; something like this: "You said once I wanted your money. I don't. Now that I am well off, you must believe me. Spend it on Caleb's family, but let me have the satisfaction of being on friendly terms with my only sister. We are old enough to lay by our former differences."

There were tears in her eyes, and Lucy felt ashamed. If the brakeman should come he would see them. She looked



ENGINE 936, N. Y. C. & H. R. R., BRO. T. BRISSETT, C. E. DIV. 145, AT PILOT.—BRO. W. A. RAUCH, PHOT.

and disappeared beneath the train. "Oh, dear!" cried Lucy.

"No use, mum," he said. "Here, we won't lose anything else." Standing braced he searched the pockets, and drew out a pair of old woolen gloves, a handkerchief, and Caleb's package of papers. These, as Lucy sat crouched upon her shelf, he put into her lap, and stuffed the coat behind her. Then Lucy was left to her thoughts.

It was dreary, it was cold. She was sheltered from the wind; the train moved with the even motion of a heavy body. She looked at the letters in her lap. Most

again at the letters in her lap, and pretended to be looking them over. To her surprise, her own name, in her brother's writing, looked up at her from an unopened letter.

Oh, that Caleb! So forgetful! She had but one hand free, but she managed to open the letter, draw it from its envelope, and unfold it. It was short.

Why do you not answer? Lucy, please don't still be angry. We want you, so much, to come for Christmas. You've never seen the children. For their sakes, let bygones be bygones, and come to see
Your brother JOHN.

This was the letter she had missed.

And yet it seemed to speak of still another. Lucy sat and puzzled. Perhaps it was also among Caleb's papers. She looked further. There it certainly was, as if it had traveled long in his pocket. The date, when she had opened it, she found to be December 1. A month in Caleb's pocket!

DEAR LUCY: Here we are, bag and baggage, in Sherman, only fifteen miles away from you. My business—

In Sherman! She almost dropped the letter from surprise. Then she read on. —takes me here. We had scarcely got settled before I met Caleb in the street.

Yes, Caleb often went to Sherman. Why had he not told her? Lucy frowned.

I write this in haste for him to take to you.

A form appeared, stepping from car to car above her head. The brakeman looked down. "Are you comfortable, mum?" he asked politely.

"Brakeman," she screamed, "stop the train!"

"I'm sorry, mum," he said, "but it's only ten minutes more."

"Stop the train," she repeated in great agitation. "I must get off. I must get to Sherman this morning."

The brakeman grinned. "That's all right, then," he said. "It's to Sherman we're going."

* * * * *

"But, Lucy," said her brother, after the twentieth welcome. "How did you



N. Y. C. & H. R. R. EXPRESS, BRO. T. BRISSETT, C. E. DIV. 145, AT THROTTLE.—BRO. W. A. RAUCH, PHOT.

Will you not come to see us? Come for Christmas. Let us forget a part of the old times, and remember all the rest. Please come, for the sake of

Your brother JOHN.

Oh, that Caleb! It was all clear to her now. After all that she had done for him, the money that she had spent on his wife, his children, himself! The very turkey now cooking in his oven she had bought. And he would keep her brother's letters from her! Oh, that Caleb! And now it was Christmas Day; John's dinner would be waiting for her, perhaps at that moment he himself was watching at the station. But could she ever get to Sherman now? Lucy felt a sudden despair.

come? I went to two trains, and then I gave you up."

Lucy pursed her lips. "I didn't come on a regular train," she said.—*Munsey.*

The Bachelor's Christmas.

AS TOLD BY THE BACHELOR.

It was Christmas Eve. Snow had been falling fast ever since three o'clock. The usual roar of traffic was being dulled by the great soft flakes which seemed determined to cover the whole metropolis with a mantle of purest white and thus fit-

tinely celebrate the nativity of the Christ. The "old man" felt particularly good that afternoon—our holiday trade really had been exceptional—and at four he dismissed us all with a "Merry Christmas and enjoy yourselves, boys."

Having two hours on my hands I walked home, watching the crowds of anxious buyers wearing happy smiles, or that peculiar look which a shopper has when he doesn't find what he wants; I walked slowly, gazing in on the wonderful Christmas exhibits and now and again allowing myself to be carried along by the ever hurrying crowd. Christmas was in the air. Even the bells of the electric cars sounded less harsh, and the pleasant odor of thousands of balsam Christmas trees perfumed the atmosphere. Sooner than I expected I found myself on the little side street, where I make my home in a modest little boarding house. My apartments are on the top floor, and I revel in the possession of a grate. My landlady is fond of warm rooms and when I come home evenings I always find a pleasant glow there.

Shaking the snow from my overcoat, donning smoking jacket and slippers, I pulled the old arm chair up before the fire and lit the old pipe. From where I was I could just dimly see the tops of the houses opposite, looming out, their chimneys looking like ghostly sentinels.

As I sat there, gazing into the coals, now and again blowing a perfect ring of tobacco smoke and following it to the ceiling, I dreamed of other Christmas eves, long before I battled alone with the world.

I could hear the engine puffing up the hill, the noise, excitement and general confusion, the cheery "hallo's," which were part of the train's arrival. I could see the old 'bus and the double and single rigs, could hear Carlo bark his welcome. Joe, our driver, had a hearty handshake for me, and deep from his great fur coat came a "How d'ye do, Mr. Jack! Glad to see you home for Christmas." Then the short ride to the house, the welcoming kiss of mother, the quiet greeting of father, and the contrastingly noisy one of the younger members of the family. How solicitous they all were of my welfare! What innumerable questions were asked and answered! Here and there a stray joke stole in, when someone's name was mentioned. The tea and meat and bread all tasted so good! And after the supper, when the youngsters had been bundled out of the room, grips were opened; a little memento for each. Then the joy of giving and receiving. Mother's tears of thankfulness and the hearty kisses of sister Nelly. How proud Tom is of his sweater and Charlie of his new neckties!

And best of all the tree, all ablaze with candles.

There were presents for everybody. For father a new pipe, several boxes of cigars, perhaps a new fur cap or some other equally useful article. For mother, father had purchased a new bonnet and cape and more than likely some household article which she had long been wishing for. Her love for flowers was gratified, too, for had I not brought the best I could find in the big town? Sister Nelly was proud of a new muff or better still a gold watch, and came over for a brotherly kiss when she discovered a small locket—my gift. Charlie has disappeared to try on a new suit, and his brilliant neckties, while Tom is jumping around excitedly because he has discovered under the table a new harness for Dobbin. Baby Marjorie is wearing the sunniest of smiles, cuddling a doll bigger than she, gazing at the big tree with awe. One by one the candles are extinguished, Charlie and Tom outdo each other in blowing out the remaining ones, and we listen to the poems the children have learned. Even now, so many years after, I can hear Nelly beginning:

" 'Twas the night before Christmas,
And all over the house
Not a mortal was stirring—
Not even a mouse."

Or Charlie, in stentorian tones, with great dignified gestures, declaiming Webster's "Reply to Hayne." Tom, roguish Tom, recites some funny piece, perhaps one of Saxe's, forgets his lines, and Charlie helps him out.

The holiday week is spent in looking up old friends, sleigh rides by day and by moonlight, with former schoolmates, former "flames," who are now married, and come with their husbands to enjoy the talks of other times. In the morning I convulse the younger brothers by trying my skill on skates down on the little pond not far from home, and later in the day when I feel safer Nellie comes down with a friend or two and we skate some more.

Of course I have my old room. Charlie sleeps with Tom. But how different it looks. Charlie's taste is not mine. He has decorated the walls with giddy pictures, such as he had at boarding school. But I do see some of my old friends in the bookcase, and I get one down and read, long after all the others are in bed.

We go on a hunting expedition, Charlie and I, coming home with frozen noses and little game, but it's fun nevertheless, and I allow myself to be inveigled into the same hunting trip every succeeding holiday season.

There are the consultations with father and mother, when business and home

affairs are discussed. Charlie wants to be a merchant and we——

"There now! I just knew it! I knew you would sit here mooning, letting the fire go out and forgetting all about the lamp! Have you been dreaming of college days again?" Kitty came into the room, her arms so full of bundles that I wondered how she opened the door. Her cheeks were as red as could be, and the snow on her cape completed the prettiest picture I know. I frowned a little when she deposited all the bundles on the table—so many,—but she paid no attention, rushing off into the kitchen to get a lamp. I remained in my chair.

"Get up, Mr. Jack, and see to the fire,

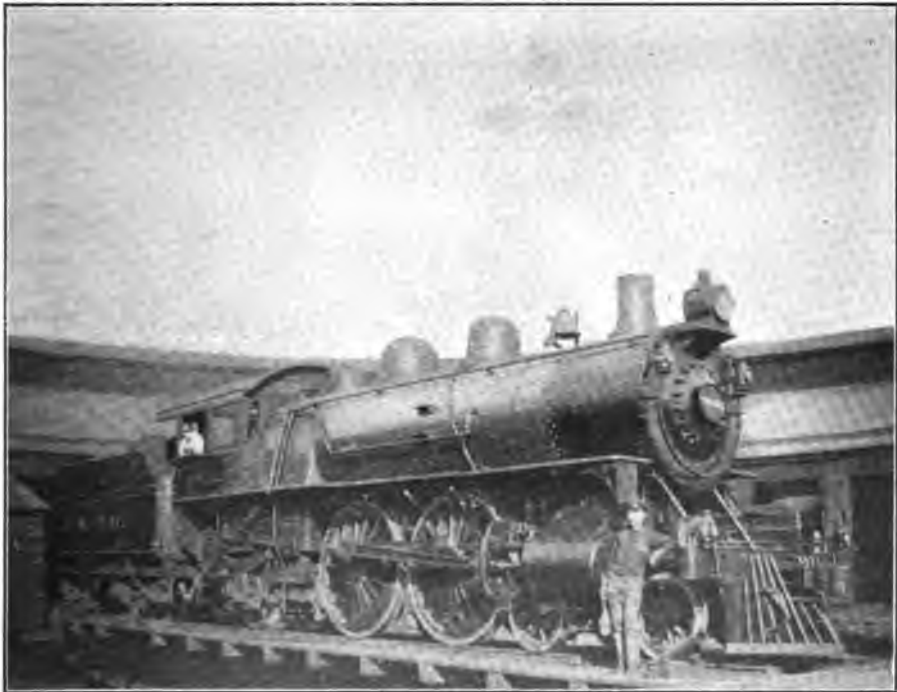
"P-p-p-sh! Nothing of the kind, wise Mr. Man. I only spent twice as much as you told me to, and oh! Jack! everything was so cheap!"

"But Kitty, if you buy everything that's cheap we'll soon sell out cheap ourselves," I remonstrated.

"Now look!" she answers, "here are two wreaths for the windows. Aren't they pretty? And they only cost thirty-five cents."

"Um."

"And here is some Christmas cake and a pudding, and some meat, and bread, and butter, and sausage, and a nice little goosey for tomorrow, with cranberries and stuffings. See, I knew you'd smile!



N. Y. C. & H. R. R. ENGINE 3892 BRO. TRACY WHEELER OF DIV. 145 AT THE CYLINDER.
—Bro. W. A. Rauch Phot.

and, besides—you haven't given me a kiss yet."

So right there in the middle of the floor, she with the lamp in her hand and I with the poker, embraced each other.

"Hurry up, Jack, I can't hold the lamp any longer."

Then, seeing me frown at all those packages again, she tossed her head a bit and said:

"Now, Jack, I wasn't extravagant at all. Just guess how much I spent."

"From the number of packages, about three times more than you should have."

I just brought the loveliest little Christmas present for that bad boy of mine. Look!" She unwrapped a bundle, trying in her haste to cut the strings with a fork, and soon held up before me a new smoking jacket.

"Now will you be good! And stop scolding the best wife you ever had and let me put my things away to get supper."

In a few moments all the bundles, packages and parcels had disappeared, the table cloth was spread and the water was boiling merrily over the little alcohol

lamp. I donned my new smoking jacket and took my seat on the sofa, my wife to my right at the upper end of our small table. The deep red shade of the lamp cast a pretty glow on the table. Kitty was busy spreading butter on my bread and pouring out tea.

Is there anything nicer than to have a lovely little wife who always is dressed neatly, always has a smile of welcome when you come home, looks out for your every comfort? Kitty was very, very busy with my bread, the butter was quite hard, and I could see by the twitching around the corners of her mouth that she had something up her sleeve for me. She was enjoying it hugely and was so engrossed that she failed to see me watching. Suddenly she looked up.

"Why don't you eat?"

"You haven't given me anything."

"Well, here, take some of this; isn't it good?"

"Um."

"Did you see anyone down town today?"

"Um."

"Um! Um! Um! Whom did you see?"

"Oh! Nobody in particular. Will Waters."

"Nobody in particular? Don't you consider Will Waters anybody? Why, he was my first sweetheart!"

"What?"

"Eh, I mean,—well you know we used to go to school together and Will was always very attentive to me, but later I met you and forgot all about Will."

This with such a frank, sincere look that I needs must apologize and peace reigns once more.

"Whom else did you see?"

"Oh, I met John Carroll, and Tommy Wright, Charlie Trumbull and his brother Dick; they all wish you a 'Merry Christmas.' I have invited them to call."

"When are they coming?"

"Oh, I don't know. By the way, the old man called me into his office today and said he was very much satisfied with my work. He is going to raise my salary soon and perhaps give me charge of more departments. He felt very good this afternoon. The year's business has been excellent, due somewhat to the efforts of your humble servant."

"Then you'll buy a new bonnet at Easter?"

"How like a woman! Wait until Easter comes. Besides, I have a little surprise for you."

"I knew that (now, Kitty always said 'now'), old fellow, tell me what you brought me for Christmas."

"Wait until we have our tree trimmed." A thankful look for this.

"You have ordered a tree? How good of you; but tell me what I am going to get."

"Wait until we have the tree trimmed."

"Well, then, I won't tell you what you,—what I—am going to give you soon," said Kitty, a rosy blush spreading over her features.

"Why, Kitty!"

Now I knew why she was so busy with the bread and butter. And I jumped up to kiss the little woman. We were silent for a long while. Kitty was smiling, then she began to look worried, her brow contracting.

"What is it, dear?"

"Oh, Jack! I was just thinking whether milk was better than infant's food and I am so worried," she said, coming over to sit on the sofa, where I was stretched out full length.

"Little woman,"—I could not repress a smile—"I really don't know."

"But Jack, maybe milk won't agree with him and then we can't tell which food to use."

"With *him*?"

"Why, of course it will be a boy; a fine boy just like his papa—good, manly, straightforward, honest, a perfect gentleman."

"And just like his mamma—kind, gentle, forgiving."

"And we'll have all your folks and my folks come for the christening and we'll name him Algernon Schuyler Manning."

"No, we'll name him Charles Manning."

"We won't!"

"We will!"

"We won't!"

"We will!"

"We won't, we'll name him Jack Manning after his papa, so there!" Kitty got hold of the ends of my mustache and bent down to—

* * * * *

In my doze I heard some noisy fellow coming up the stairs. Somebody was knocking next door.

"Oh! Isay, Jack! Confound you, Jack! Great Heavens! The man's asleep."

"Eh? What?"

"Jack, you old sleepyhead; wake up, man! Aren't you going to Franklin's for the Christmas Eve party?"

"All right. Kitty, in a minute! Oh! it's you, Harry, is it?—Where am I? Where's K—? Oh!"

"Ye gods, what's the matter with the man! Hurry up, it's after eight," said Harry, and then I realized that after all it was not reality but only another idle dream of a bachelor alone in the world.—*The Dolgeville Herald.*

Number Three.

One winter night, as the westbound express was pulling out of Omaha, a

drunken man climbed aboard. The young superintendent, who stood on the rear platform, caught the man by the collar and hauled him up the steps.

The train, from the tank to the tail-lights, was crammed full of passenger people going home or away to spend Christmas. Over in front the express and baggage cars were piled full of baggage, bundles, boxes, trinkets, and toys, each intended to make some heart happier on the morrow, for it was Christmas eve. It was to see that these passengers and their precious freight, already a day late, got through, that the superintendent was leaving his own fireside to go over the road.

The snow came swirling across the

back. The thief was discovered on the blind baggage and turned over to the "city marshal" at the next stop.

Upon entering the train again the superintendent went forward to find a seat in the express car. It was near midnight now. They were coming into a settlement and passing through prosperous new towns that were building up near the end of the division. Near the door the messenger had set a little green Christmas tree, and grouped about it were a red sled, a doll carriage, some toys and a few parcels. If the blonde doll in the little toy carriage toppled over the messenger would set it up again, and when passing freight out he was careful not to knock a twig from the tree. So



NORFOLK & WESTERN ENGINE 358. BRO. W. A. M'QUIRT IN CHARGE.

plain, cold and wet, pasting the window and blurring the headlight on the black locomotive that was climbing laboriously over the kinks and curves of a new track. Here and there, in sheltered wimples, bands of buffalo were bunched to shield them from the storm. Now and then an antelope left the rail, or a lone coyote crouched in the shadow of a telegraph pole as the dim headlight swept the right of way. At each stop the superintendent would jump down, look about and swing onto the rear car as the train pulled out again. At one time he found that his seat had been taken, also his overcoat, which had been left hanging over the

intent was he upon the task of taking care of this particular shipment that he had forgotten the superintendent and started and almost stared at him when he shouted the observation that the messenger was a little late with his tree.

"'Tain't mine," he said, sadly, shaking his head. "B'longs to the fellow 't swiped your coat."

"No!" exclaimed the superintendent, as he went over to look at the toys.

"If he'd only asked me," said the messenger, more to himself, than to the superintendent, "he could 'a had mine and welcome."

"Do you know the man?"

"O yes, he lives next door to me, and I'll have to face his wife and lie to her, and then face my own, but I can't lie to her. I'll tell her the truth and get roasted for letting Downs get away. I'll go to sleep by the sound of her sobs and wake to find her crying in her coffee—that's the kind of Christmas I'll have. When he's drunk he's disgusting, of course, but when he's sober he's sorry. And Charley Downs is honest."

"Honest!" shouted the superintendent.

"Yes, I know he took your coat, but that wasn't Charley Downs; it was the tarantula juice he'd been imbibing in Omaha. Left alone he's as honest as I am, and here's a run that would trip up a missionary. For instance, leaving Loneville the other night, a man came running alongside the car and threw in a bundle of bills that looked like a bale of hay. Not a scrap of paper or pencil mark, just a wad o' winnings with a wang around the middle. 'A Christmas gift for my wife!' he yelled. 'How much?'" I shouted.

"'O, I dunno—whole lot, but it's tied good,' and then a cloud of steam from the cylinder cocks came between us and I haven't seen him since.

"For the past six months Downs has tried hard to be decent, and has succeeded some, and this was to be the supreme test. For six months his wife has been saving up to send him to Omaha to buy things for Christmas. If he could do that, she argued, and come back sober, he'd be stronger to begin the New Year. Of course they looked to me to keep him on the rail, and I did. I shadowed him from shop to shop until he bought all the toys and some little trinkets for his wife. Always I found he had paid and ordered the things to be sent to the express office, marked to me.

"Well, finally I followed him to a clothing store, where, according to a promise made to his wife, he bought an overcoat, the first he had felt on his back for years. This he put on, of course, for it is cold in Omaha today, and I left him and slipped away to grab a few hours' sleep.

"When I woke I went out to look for him, but could not find him, though I tried hard and came to my car without supper. I found his coat, however, hung up in a saloon and redeemed it, hoping still to find Charley before train time. I watched for him until we were signaled out and then went back and looked through the train, but failed to find him.

"Of course I am sorry for Charley," the messenger went on after a pause, "but more so for the poor little woman. She's worked and worked and saved and saved and hoped and dreamed until she

actually believed he'd been cured and that the sun would shine in her life again. Why, the neighbors have been talking across the back fence about how well Mrs. Downs was looking. My wife declared she heard her laugh the other day, clear over to our house. Half the town knew about her dream. The women folks have been carrying work to her and then going over and helping her do it as a sort of surprise party. And now it's all off. Tomorrow will be Christmas and he'll be in jail, his wife in despair and I in disgrace. Charley Downs a thief—in jail! It'll just break her heart!"

The whistle proclaimed a stop and the superintendent swung out with a lump in his throat. This was an important station and the last one before Loneville. Without looking to the right or left the superintendent walked straight to the telegraph office and sent the following message to the agent at the place where Downs had been ditched.

"Turn that fellow loose and send him to Loneville on three—all a joke.

"W. C. V., Superintendent."

In a little while the train was rattling over the road again and when the engine screamed for Loneville the superintendent stood up and looked at the messenger.

"What'll I tell her?" the latter asked.

"Weil, he got left at Cactus sure enough, didn't he? If that doesn't satisfy her tell her that he may get over on No. 3."

When the messenger had turned his freight over to the driver of the Fargo wagon, he gathered up the Christmas tree and the toys and trudged homeward, looking like Santa Claus, so completely hidden was he by the tree and the trinkets. As he neared the Downs' home the door swung open, the lamplight shone out upon him, and he saw two women smiling from the open door. It took but one glance at the messenger's face to show them that something was wrong, and the smiles faded. Mrs. Downs received the shock without a murmur, leaning on her friend, and leaving the marks of her fingers on her friend's arm.

The messenger put the toys down sadly, silently, and, feeling that the unhappy woman would be better alone, the neighbors departed, leaving her seated by the window, peering into the night, the lamp turned very low.

The little clock on the shelf above the stove ticked off the seconds, measured the minutes and marked the melancholy hours. The storm ceased, the stars came out and showed the quiet town asleep beneath the robe of white. The clock was now striking 4 and she had scarcely stirred. She was thinking of the watchers of Bethlehem when suddenly a great

light shone on the eastern horizon. At last the freight was coming. She had scarcely noticed the messenger's suggestion that Charley might come in on three. Now she waited, with just the faintest ray of hope, and after a long while the deep voice of the locomotive came to her, the long black train crept past and stopped. Now her heart beat wildly. Somebody was coming up the road. A moment later she recognized her erring husband, dressed exactly as he had been when he left home, his short coat buttoned close up under his chin. When she saw him approaching slowly but steadily she knew he was sober and doubtless cold. She was about to fling the door open to admit him when he suddenly stood still. She watched him. He seemed to be wringing his hands. An awful thought chilled her—the thought that the cold and exposure had unbalanced his mind. Suddenly he knelt in the snow and turned his sad face up to the quiet sky. He was praying and with a sudden impulse she fell upon her knees and they prayed together with only the window glass between them.

When the prodigal got to his feet the door stood open and his wife was waiting to receive him. At the sight of her, dressed as she had been when he left her, a sudden flame of guilt and shame burned through him, but it served only to clear his brain and strengthen his will power, which all his life had been so weak and lately made weaker for want of exercise. He walked almost hurriedly to the chair she set for him near the stove, and sank into it with the weary air of one who has been long in bed. She felt of his hands and they were not cold. She touched his face and found it warm. She pushed the dark hair from his pale forehead and kissed it. She knelt and prayed again, her head upon his knee. He bowed above her while she prayed, and stroked her hair. She felt his tears falling like rain upon her head. She stood up and when he lifted his face to hers looked into his wide, weeping eyes, aye, into his very soul. She liked to see the tears and the look of agony on his face, for she knew by these signs how he suffered and she knew why.

When he had grown calm she brought a cup of coffee to him. He drank it and

then she led him to the little dining room, where a midnight supper had been set for four, but because of his absence, had not been touched. He saw the tree and the toys that the messenger had left and spoke for the first time. "Oh, wife, dear, have they all come? Are they all here? The toys and all?" And then seeing the overcoat that the messenger had left on a chair near by, and which his wife had not yet seen, he cried excitedly, "Take that away—it isn't mine!"

"Why, yes, dear," said his wife, "it must be yours."

"No, no," he said. "I bought a coat like that, but I sold it. I drank a lot and only climbed on the train as it was pulling out of Omaha. In the warm car I fell asleep and dreamed the sweetest



MEMBERS OF DIV. 269 AT A RHODE ISLAND CLAMBAKE.

dream I ever knew. I had come home sober with all the things, you had kissed me, we had a great dinner here, and there stood the Christmas tree, the children were here, the messenger and his wife and their children. We were all so happy! I saw the shadow fade from your face, saw you smile and heard you laugh, saw the old love light in your eyes and the rose coming into your cheek. And then! 'O, bitterness of things too sweet!' I woke to find my own old trembling self again. It was all a dream. Looking across the aisle I saw that coat on the back of an empty seat. I knew it was not mine, for I had sold it for two miserable dollars. I knew, too, that the man who gave them to me got them back

again before they were warm in my pocket. This thought embittered me, and, picking up the coat, I walked out and stood on the platform of the baggage car. At the next stop they took me off and turned me over to the city marshal—the coat belonged to the superintendent.

"It is like mine, except that it is real and mine, of course, was only a good imitation. Take it away, wife—do take it away—it haunts me!"

Pitying him, the wife put the coat out of his sight and immediately he grew calm, drank freely of the strong coffee, but he could not eat. Presently he went over and began to arrange the little Christmas tree in the box his wife had prepared for it during his absence. She began opening the parcels, and, when she could trust herself, began to talk about the surprise they would have for the children, and now and again to express her appreciation of some dainty trifle he had selected for the children and herself.

She watched him closely, noting that his hand was unsteady and that he was inclined to stagger after stooping for a little while. Finally, when the tree had been trimmed, and the sled for the boy and the doll carriage for the girl were placed beneath it, she got him to lie down. When she had made him comfortable she kissed him again, knelt by his bed and prayed, or rather offered thanks, and he was asleep.

Two hours later the subdued shouts of her babies, the exclamations of glad surprise that came in stage whispers from the dining room, woke her, and she rose from the little couch where she had fallen asleep, already dressed to begin the day.

It was 4 o'clock in the afternoon when she called the prodigal. When he had bathed his feverish face and put on the fresh clothes she had brought in for him and come into the dining room, he saw his rosy dream of the previous night fulfilled. The messenger and his wife shook hands with him and wished him a merry Christmas. His children, all the children, came and kissed him. His wife was smiling, and the warm blood leaping from her happy heart, actually put color in her cheeks.

As Downs took the chair at the head of the table, he bowed his head, the rest did likewise, and he gave thanks, fervently and without embarrassment.

That day was the dawn of a new life for the little Loneville family, and every Christmas since they have celebrated that one over again.—S. J. Tucker in *Cleveland Leader*.

The Song of the Angels.

It came upon the midnight clear,
That glorious song of old,
From angels bending near the earth
To touch their harps of gold ;
"Peace to the earth, good will to man
From Heaven's all-gracious King."
The earth in solemn stillness lay
To hear the angels sing.

Still through the cloven skies they came
With peaceful wings unfurled,
And still celestial music floats,
O'er all the weary world,
Above its sad and lowly plains
They bend on heavenly wing,
And ever o'er its Babel sounds
The blessed angels sing.

O ye, beneath life's crushing load,
Whose forms are bending low,
Who toil along the climbing way,
With painful steps and slow,
Look up! for glad and golden hours
Come swiftly on the wing ;
Oh, rest beside the weary road,
And hear the angels sing.

For lo, the days are hastening on,
By prophet bards foretold,
When with the ever-circling years
Comes round the age of gold :
When peace shall over all the earth
Its final splendors fling,
And the whole world send back the song
Which now the angels sing.

The North American.

The Labor Leader—A Preacher's Tribute.

BY CHARLES STELZLE.

"It opens the eyes to come into personal contact with the leaders of labor. It robs one forever of the vision of the labor leader which pictures a hulking bully, thick-necked, hard-fisted, arrogant, preferring a fight to a job, an agitator."

So wrote my friend, the Rev. Warren H. Wilson, who for a year has been the fraternal delegate in the Brooklyn Central Labor Union, representing the Presbyterian ministers of that city.

"The members of the Central Labor Union of Brooklyn are not trouble-makers, neither are they bullies. They are a cordially fraternal company of thinking men, among whom, aside from the other considerations, it is for a thinking man an honor to be numbered. From the writer's first appointment as a fraternal delegate to the Central Labor Union, he was met with intelligent and thoughtful cordiality. The labor men welcomed the appointment, and one after the other, although it was a new departure, they assented to it; until in a meeting of the Union it was greeted with a surprising unanimity and emphasis.

"The meetings of the Union have been to me experiences of surpassing interest.

They open up a new world to a Christian minister. The more is the pity that it is a world from which a Christian minister should be shut out. Here are discussed matters of vital interest to the poor of this Borough, and those of meager means—the very people for whom the Master had the most direct message—and with a finely intelligent grasp of principles, mutual forbearance and sincere brotherliness. The word 'brother' as a term of address lives here with the full force of John Wesley's days. So far as one can observe, the leaders of labor in Brooklyn are religiously trained men, more than a majority of them members of churches. They appreciate, too, an essential agreement in the fundamentals underlying the faiths of the various churches of this city. And they conceive that their Union, being a purely advisory body, a forum of discussion of interests common to those who toil with their hands, is an agency for the carrying out of religious purpose.

"That is, they believe that the war on the sweatshop, the crusade against child labor, and the agitation for a better place for the laboring woman, are interests which are, or should be, high in the esteem of religious people. They believe too, that the increase of wages will introduce into a multitude of homes in Brooklyn the possibilities of religion and of righteousness. They believe that the shortening of hours in trades like that of the bakers, who today toil for eleven hours or twelve in overheated quarters, who recently in many cases had to sleep by the side of their ovens, will tend to the restoration of these men to their families and will be the beginning of religious and moral life for a multitude of persons.

"I am frank to say that in these things I agree with them."

The Chinese Must Not Come.

There seems to be a well defined policy of interested parties to induce Congress at its forthcoming session to let down the bars to the hordes of Chinese coolie laborers so that they may come into the United States and its possessions. Some ministers of the gospel also are consciously or unconsciously giving their service to this venal project. If consciously, they appear to be more concerned in the welfare of the Chinese than of the American people. If unconsciously, they should study the facts and the history of Chinese immigration into the United States and other countries.

Of course, there is reason for complaint against the indiscriminate immigration of people from other countries, and all realize that some better regulation and

restriction are essential in regard to this, but such classes of immigration can not be considered on parallel lines when discussing the immigration of Chinese laborers.

The Chinese are unassimilable. Their civilization is entirely at variance with that of the American people. The Chinese and the Caucasians can not live, prosper, and progress side by side in the same country. The whole history of Chinese immigration to any country on the face of the globe in appreciable numbers has demonstrated this time and time again. They have dominated wherever they have entered, unless they have been driven out by the force of arms or excluded before their numbers were permitted to attain an overwhelming influence. Their domination is not because of higher attainments, but because of their subtlety, their lack of wants, interests, or desires; because they are cheap laborers and cheap merchants, and thus industrially and commercially freeze out their competitors, the American workmen, and even the American business men. This has been demonstrated on the Pacific coast and in the Sandwich Islands, as well as in the Philippines.

American workmen realize the great danger, not only to them and their interests, but to all the people of our country. Business men, students, and observers are in entire accord upon this question of the necessity of excluding Chinese laborers from coming to the United States.

Workmen are second to none in their regard for their fellow men without consideration whence they hail; but they would be less than human did they disregard the lessons of the past and the dangers which would threaten not only their standard of life, but every hope for the safety of themselves in the present and those who will come after them.

The economic, social, religious, and political life of our entire people is at stake in this question, and they will not tamely submit to a false sentimentality to please the few sordid profit mongers who, for a slight momentary gain, would endanger the future of our republic. Aye, they will not submit even to the possibility of this backward movement though it ruffles the sentimentality and vanity of a few ministers of the gospel who, by the way, might better devote their talents and energies to the effort for the uplift of the workers of our own country.

The so-called Chinese boycott of American products, the activity of the sugar planters of Hawaii who have again evinced their love for the Chinese, the subtle tactics pursued in certain quarters by employers antagonistic to organized

labor, the effusions of some preachers—all bear the stamp of a carefully concocted plan to "modify," with the hope of ultimately nullifying, the entire policy of the American people to keep the Chinese from coming to any place where our flag flies.

The American workmen, the American people, must be equally, if not more, alert than those who would, either for the greed of gain or a false sentimentality, undermine our civilization.

The bars must not, and will not, be let down for the Chinese.—American Federation of Labor.

Curse of Idleness.

BY REV. THOS. B. GREGORY.

In a recent address on the subject of amusements, a New York clergyman used these words:

"Let me say at the outset that there are some people whose business in life is to seek amusement."

It will be remembered that during his journey through Hell the great Dante happened to get his eyes on a class of whom it was said that they were "hated by God and by the enemies of God," hated by the good and the bad, hated by everybody.

It was the same class that the clergyman had in mind—the class of the idle rich, who have nothing to do but to think of the ways by which they may amuse themselves.

They toil not, neither do they spin. In the great activities of the world they take no part. Their hands, their brains are idle. They are human drones.

Poor creatures! Let us pity them, for in all the world there is no misery like that which is their constant lot. Their very indolence is a hell, their very satiety is weariness and sorrow.

Let them flit hither and thither, like the butterflies that they are, searching for the honey which they hope will relieve the bitterness of their pleasure-jaded lives.

Don't hate them. They are beneath hating. Don't scold them. They are mentally so dead and morally so far gone that they would not know what your scolding meant.

Leave them, uncursed by you, to the round of their silly, senseless pleasures. It is a disgusting life that they are leading—disgusting as worthless—but it is all that they know anything about, all, perhaps, that they are fitted to follow.

In the meantime, the rest of us will heartily join in the slogan, "God bless the man who first invented work!"

Labor—the being steadily engaged with

some useful, world-helping task—is the grandest thing under the sun.

No pleasure of the idle is equal to that which belongs to the man or woman who is doing something every day toward the material, moral and spiritual uplifting of humanity.

To the worker life is real—beautifully, entrancingly real. The poorest laborer, honestly trying to do his humble part in the world's work, has, in the midst of his toil, the experience which not all the millions of the idle rich could buy.

Labor makes all that we eat and drink taste good to us. Labor gives the sound, refreshing sleep that no opiate can supply. Labor insures the good digestion and rich red blood that no prescription of the apothecary is able to give.

More than this, labor confers the priceless boon of self-respect. The worker is a man—the rest are mere manikins—puppets in an idle play.

Those who do their part of the world's work, thereby advancing the world's progress, have the proud consciousness of being useful.

With no alien feeling they walk through the world. Upon the varied industries whose united effort is pushing out the frontier of civilization they can look with the consciousness that they are a part of it all, a living, vital part.

To the grandeur, material and moral, which rises more and more imposingly about them, they feel that they are contributors, since it is by their muscle and brain, by their labor of hand and head, that it has all come about.

And is it not a most exhilarating thought! Can the petted, pampered darling, lolling in his luxurious idleness, have the glory of such thought bought for him with all his money?

Let no man bemoan the fact, then, that it is his lot to labor. It would be a piece of supererogation to say that labor is "honorable." Not since the French Revolution has the world thought otherwise.

But labor is more than honorable—it is glorious and blessed. It gives a tinge to the cheek and a glow to the heart. It makes a man manly and self-respecting. It confers the proud consciousness of co-partnership with the advancing world.

Find something to do, then, and do it. Look about you for some useful task to which you may seriously and lovingly dedicate your energies; and be glad and proud of the opportunity of finding one.

Be a man, not a manikin. Be a worker, not a drone. Thus shall you find the only pleasure—that of knowing that you are doing something toward making the race of mankind wiser, happier and better.

Arrest of Population.

When the Iowa census this year showed a loss in population of 15,000 in five years, from 1900 to 1905, it was credited to the decrease in farming population. Every city over 5,000 in population had gained, the total being 77,000. In all the towns under 5,000 population each and the farming districts had lost in five years some 92,000 population. Minnesota proves by its census to have grown in five years but 225,000, credited wholly to the village and city population. In the last decade Minnesota gained one-third, 33.7 per cent in ten years, or 3.87 per cent in a year. In the past five years it has gained only at the rate of 2.6 per cent. The farming population has ceased to grow.

But it is not only the farming population which suffers arrest. Massachusetts, which is more than half city or town over 5,000, has a disappointing return in its census for 1905. Taking the increase in the previous decade, a growth in population was expected and predicted of 375,000. The actual increase is barely half this, 193,612.

The rate of increase, 6.9 per cent, is half that for twenty years back. It was about the same, 7.9 per cent, in 1875 to 1880, and 8.9 per cent, 1880 to 1885; but this is the only time it has ever been as low, and of the earlier decade, the first five years, 1875 to 1880, were years of great financial depression.

The past five years have been years of overflowing prosperity. Yet the increase in population in Massachusetts drops one-half. The addition to population in five years is no larger than it was thirty years ago in five years when the inhabitants of the state numbered only half as many as now.

This same arrest of population is in progress all over the country. No state is likely to show in this decade the increase of the past. Our national increase, which has been jogging along at about 25 per cent in ten years, is about to make a drop to 12 or 15 per cent in ten years, a little above the average of thriving European countries like Germany and England.

Our birthrate is decreasing. The size of families is smaller. The weddings are as numerous. The christenings are fewer. Half of the immigrants who come over go back. Each year the proportion of those who return grows a little bigger.

Our population is fast coming to the European rate of increase. But wealth grows. The amount paid out in wages increases. The average paid each worker grows. There is more comfort, more house, more meat, more bread, more clothes and more shoes per person.

If the increase of population shows an

arrest the increase of wealth and its distribution yearly advance.—*Brookfield Gazette.*

Railroad Men Stir Detroit.

Furnished by the International Committee of Young Men's Christian Associations, 3 West 29th Street, New York City. Released for Use, Thursday, October 5th.

There has just closed at Detroit the greatest meeting of Christian railroad men that has ever assembled. There were 1,487 delegates representing the 212 railroad Young Men's Christian Associations from Mexico to British Columbia and Nova Scotia and from every section of the United States. The railroad companies furnished them all free transportation. Some presidents of railroads, general managers and superintendents came a thousand miles or more to attend, although the engineers, conductors and other men in the operating service were in the majority. The meeting aimed to make men efficient in Christian influence with fellow employees, and was a tremendous religious force in Detroit. Nearly 9,000 men employed in the 42 shops and factories in and about the city were addressed at noon of the second day of the conference by its leaders. Attentive and sympathetic audiences listened to the messages, which were a stimulus to personal development in everything that makes for Christian manhood. On Sunday night 51 great men's evangelistic meetings were attended by at least 12,000 men in the churches and addressed by the evangelistic leaders of the body. In these meetings 1,295 men, beside the pastors, took active part. One church alone distributed 25,000 invitation cards to the Sunday evening men's meeting. The great Sunday afternoon meeting at the Light Guard Armory, addressed by Fred B. Smith, was attended by 3,000 men. Every one of the 8,000 railroad men of Detroit, including street railway employees, was personally invited. Detroit has been stirred to its center, and religious meetings will be continued in the shops and factories.

President Stevens of the C. & O., in speaking to the conference, said in part: "We carry 3,500,000 passengers and 43,000,000 tons of freight a year, and last year lost but two employees and not one passenger's life. I give large credit for this condition to the influence of the Young Men's Christian Association." General Manager W. A. Garrett, of the Queen & Crescent, caught the applause of the mass of men by the fair and square way he talked on the rights and relations of the man and manager. Other railway officials were introduced. Miss Helen

Miller Gould was a constant attendant upon the convention, and her entrance to the hall was a signal for bursts of enthusiasm. Her most recent gift was one of \$150,000 for a building for the St. Louis Railroad Association. Secretary of the Treasury Leslie M. Shaw came from Washington because he "wished to talk to men engaged in a rugged work which makes rugged character." It was recognized in these meetings that the greatest foe of railroad management and of public safety in travel is the saloon, and to take its place the majority of the companies in North America sustain Associations, giving \$300,000 last year for their support and equipment, the employees giving nearly as much. The companies are abandoning the reading rooms and club houses, finding that the Association is the kind of a club that beats the saloon. The 212 Associations have 74,000 members, with an attendance of 34,000 men a day, and their rest rooms were used last year 1,144,457 times. In educational and practical railroading classes they had 2,664 students, and in Bible classes 4,183, representing gains of nearly 50 per cent. One short road which, five years ago, made a test of the Association's influence among its men at a terminal point, gave \$30,000 last year for its maintenance at every terminal point.

The city of Detroit spent \$2,000 entertaining the convention. Representative men were on its committees and automobiles were at command upon occasion. A leading hotel, however, did not welcome the delegates, declaring "That is not a paying crowd; they spend no money at the bar or for 'extras.'"

The dramatic feature of the convention was the statement of Surgeon-General Suzuki, of the Imperial Japanese Navy, who, being introduced by Col. John J. McCook, chairman of the sessions, said: "I was christened twenty years ago, but I confess that I am not a good Christian." He alluded, with deep feeling and satisfaction, to the conversion and baptism of his wife and six children, and concluded by saying, amid the deep hush of eager attention: "What I wish you would do is to send us good men, able to convert our hearts to the real meaning of Christianity." The testimony of this eminent Japanese officer, following the address of Mr. Colton on extending the Railroad Associations abroad, as has been begun in India, and is supported by Railroad Associations in America, had a tremendous effect on this audience of big-hearted, sympathetic men. From the first address of the convention by Dr. John Potts, the eloquent Canadian, to the virile messages of John R. Mott, Fred B. Smith, Robert Speer, Allan Stockdale and George

Truitt; and of such Christian business men as James G. Cannon and Hon. H. B. F. Macfarland, there was a constant note of dominant Christianity, which lifted the purpose of these militant men, who seriously believe that they are responsible for the moral welfare of their 1,000,000 associates in the railway service.

Overwhelmed by Immigrants.

If we had an Immigrants' Day, as we have a Labor Day, and if a parade containing all the unnaturalized immigrants, those who have landed within the last five years, should march side by side with all the organized workers in the country, the immigrants would outnumber the unionists by fully a million.

Think of what that means! After 75 years of agitation and education, unionism has succeeded in bringing into orderly organization two and a half millions of American workers. It has battled for a rational workday and a fair wage. It has struggled for a decent standard of living and a self-respecting, independent manhood.

But in five years, only five years, three and a half millions of unorganized, untrained, un-American toilers have been poured into the country to compete with our workers, to labor long hours for small wages, to degrade our standard of living, and to combat, in every possible way, the great work being done by the unions.

Already the coke industry has entirely passed into the hands of the Huns and Slavs. The iron and steel trade has been flooded by men of the same nationalities. The Lake Superior ore mines are being captured by the Finns. In the coal and the clothing trades the unions have conquered only after long and strenuous struggles. Railroad construction is almost completely dominated by the unorganized Italians.

Unionism is a great nation-wide factory, taking in the raw material of humanity and making of it intelligent, self-reliant men, fit for citizenship in a self-governing country. But the best factory in the world will fail if continually supplied with poor raw material. Doubly will it fail if overstocked, overtaxed, overwhelmed with a supply increasingly beyond its utmost working capacity.—*Lydia Kingsmill Commander, in Weekly Bulletin, Clothing Trade.*

"Yes," said the railroad president, "I've found out how we can make every one of our men live to be a hundred years old."

"Wonderful! How do you do it?"

"It is only necessary to pension them off after they get to be sixty or seventy."

—*Chicago Record-Herald.*

Legal News

Co-Employees or Fellow-Servants.

(Continued from November.)

TEXAS.

In this group of States Texas next appears, having passed an act, approved March 10, 1891, and amended in 1893, which defines the meaning of the terms "vice principal" and "fellow-servant" in the case of railroad companies, changing the common-law rule thereon. Said act is now contained in the following sections of the Revised Statutes of Texas of 1895:

SECTION 4560f. All persons engaged in the service of any railway corporation, foreign or domestic, doing business in this State, or in the service of a receiver, manager, or of any person controlling or operating such corporation, who are intrusted by such corporation, receiver or person in control thereof, with the authority of superintendence, control, or command of other persons in the employment of such corporation, or receiver, manager, or person in control of such corporation, or with the authority to direct any other employee in the performance of the duty of such employee, are vice principals of such corporation, receiver, manager, or person controlling the same, and are not fellow-servants of such employee.

SEC. 4560g. All persons who are engaged in the common service of such railway corporation, receiver, manager, or person in control thereof, and who, while so employed, are in the same grade of employment and are working together at the same time and place, and to a common purpose, neither of such persons being intrusted by such corporation, receiver, manager, or person in control thereof, with any superintendence or control over their fellow-employees, or with the authority to direct any other employee in the performance of any duty of such employee, are fellow-servants with each other: *Provided*, That nothing herein contained shall be so construed as to make employees of such corporation, receiver, manager, or person in control thereof, fellow-servants with other employees engaged in any other department or service of such corporation, receiver, manager, or person in control thereof. Employees who do not come within the provisions of this section shall not be considered fellow-servants.

SEC. 4560h. No contract made between the employer and employee, based upon the contingency of death or injury of the employee, limiting the liability of the employer under this act, or fixing damages to be recovered, shall be valid and binding.

The supreme court of Texas has affirmed the constitutionality of this statute. It decided that the original act did not include the employees of a receiver of a railroad, but the amendment of 1893, approved May 4, 1893, provided that it should so apply. In decisions rendered in 1895 and 1896 the court held that the act did not include street railways within its provisions, and in 1897, by an

act approved June 18, of that year, the legislature enacted a law very similar to the above, but applying to street railways as well as to trunk lines. Said act being chapter 6 of the acts of 1897, is as follows:

SECTION 1. Every person, receiver or corporation operating a railroad or street railway the line of which shall be situated in whole or in part in this State, shall be liable for all damages sustained by any servant or employee thereof while engaged in the work of operating the cars, locomotives, or trains of such person, receiver, or corporation, by reason of the negligence of any other servant or employee of such person, receiver or corporation, and the fact that such servants or employees were fellow-servants with each other shall not impair or destroy such liability.

SEC. 2. All persons engaged in the service of any person, receiver, or corporation, controlling or operating a railroad or street railway the line of which shall be situated in whole or in part in this State, who are intrusted by such person, receiver, or corporation with the authority of superintendence, control, or command of other servants or employees of such person, receiver, or corporation, or with the authority to direct any other employee in the performance of any duty of such employee, are vice principals of such person, receiver, or corporation, and are not fellow-servants with their co-employees.

SEC. 3. All persons who are engaged in the common service of such person, receiver, or corporation, controlling or operating a railroad or street railway, and who while so employed are in the same grade of employment and are doing the same character of work or service and are working together at the same time and place and at the same piece of work and to a common purpose, are fellow-servants with each other. Employees who do not come within the provisions of this section shall not be considered fellow-servants.

SEC. 4. No contract made between the employer and employee based upon the contingency of death or injury of the employee and limiting the liability of the employer under this act of fixing damages to be recovered shall be valid or binding.

SEC. 5. Nothing in this act shall be held to impair or diminish the defense of contributory negligence when the injury of the servant or employee is caused proximately by his own contributory negligence.

SEC. 6. The short duration of the special session of the legislature, and the fact that the existing fellow-servant law is inadequate to accomplish its purposes, and the fact that a large portion of our citizens have no adequate remedy for personal injuries sustained, create an emergency, and an imperative public necessity exists, that the constitutional rule requiring bills to be read on three several days be, and the same is, hereby suspended, and that this act take effect and be in force from and after its passage, and it is so enacted.

This act would appear to practically supersede the older law, but as it contains no repealing clause, either general or special, the older law must be considered, in theory at least, still in force.

NEW MEXICO.

The next law of this character was passed by the Territory of New Mexico and was approved February 17, 1893. It is now contained in the three following sections of the Compiled Laws of New Mexico of 1897:

SECTION 3216. Every corporation operating a railway in this Territory shall be liable in a sum sufficient to compensate such employee for all damages sustained by any employee of such corporation, the person injured or damaged being without fault on his or her part, occurring or sustained in consequence of any mismanagement, carelessness, neglect, default or wrongful act of any agent or employee of such corporation, while in the exercise of their several duties, when such mismanagement, carelessness, neglect, default or wrongful act of such employee or agent could have been avoided by such corporation through the exercise of reasonable care or diligence in the selection of competent employees, or agents, or by not overworking said employees or requiring or allowing them to work an unusual or unreasonable number of hours; and any contract restricting such liability shall be deemed to be contrary to the public policy of this Territory and therefore void.

SEC. 3217. It shall be unlawful for any such corporation knowingly and willfully to use or operate any car or locomotive that is defective, or any car or locomotive upon which the machinery or attachments thereto belonging are in any manner defective, or shops or machinery and attachments thereof which are in any manner defective, which defects might have been previously ascertained by ordinary care and diligence by said corporation.

If the employee of any such corporation shall receive any injury by reason of such defect in any car or locomotive or machinery or attachments thereto belonging, or shops or machinery and attachments thereof, owned and operated, or being run and operated by such corporation, through no fault of his own, such corporation shall be liable for such injury, and upon proof of the same in an action brought by such employee or his legal representatives, in any court of proper jurisdiction, against such railroad corporation for damages on account of such injury so received, shall be entitled to recover against such corporation any sum commensurate with the injuries sustained: *Provided*, That it shall be the duty of all the employees of railroad corporations to promptly report all defects coming to their knowledge in any such car or locomotive or shops or machinery and attachments thereof to the proper officer or agent of such corporation and after such report the doctrine of contributory negligence shall not apply to such employee.

SEC. 3218. Whenever the death of an employee shall be caused under circumstances from which a cause of action would have accrued under the provisions of the two preceding sections, if death had not ensued, an action therefor shall be brought in the manner provided by section 2310 of the Compiled Laws of New Mexico, as amended by chapter XLIX of the Session Laws of 1891 of New Mexico, and any sum recovered therein shall be

subject to all the provisions of said section 2310 as so amended.

This act differs in form from most of those preceding, and apparently does not wholly do away with the common law fellow-servant rule, but only holds the railroad corporation liable when the negligence of the employee on account of which the injury was incurred could have been avoided by the use of reasonable care and diligence by the corporation. It also makes it unlawful for the corporation to use defective cars or locomotives, defective machinery and attachments thereto, and to operate defective shops or machinery and attachments thereof, and makes the corporation liable for injuries incurred by employees which were due to such use and operation, providing the defects might have been ascertained by the corporation by the use of ordinary care and diligence. No decisions of the supreme court of the Territory bearing upon this statute can be found.

ARKANSAS.

By act approved February 28, 1893, the State of Arkansas next fell in line and removed railroad employees from the operation of the fellow-servant rule of the common law. This statute was practically a copy of the original Texas statute of 1891, above referred to, and is now to be found in the three following sections of the Digest of Arkansas of 1904:

SECTION 6248. All persons engaged in the service of any railway corporations, foreign or domestic, doing business in this State, who are intrusted by such corporation with the authority of superintendence, control or command of other persons in the employ or service of such corporation, or with the authority to direct any other employee, in the performance of any duty of such employee, are vice principals of such corporation, and are not fellow-servants with such employee.

SEC. 6249. All persons who are engaged in the common service of such railway corporations, and who, while so engaged, are working together to a common purpose, of same grade, neither of such persons being intrusted by such corporations with any superintendence or control over their fellow-employees, are fellow-servants with each other; *Provided*, Nothing herein contained shall be so construed as to make employees of such corporation in the service of such corporation fellow-servants with other employees of such corporation engaged in any other department or service of such corporation. Employees who do not come within the provisions of this section shall not be considered fellow-servants.

SEC. 6250. No contract made between the employer and the employee based upon the contingency of the injury or death of the employee limiting the liability of the employer under this act, or fixing damages to be recovered, shall be valid and binding.

In three recent cases the supreme court of the State has held that under this statute if neither of two employees of a railroad company has superintendence over the other they are fellow-servants, and the corporation is not liable for an injury to one caused by the negligence of the other, but if

one of them did exercise such superintendence or control then he is a vice principal, for whose negligence the corporation is liable. Under this interpretation an engineer was held to be a vice principal as to his fireman and the foreman of a section gang a vice principal as to the members of the gang.

SOUTH CAROLINA.

By section 15 of article 9 of its present constitution, ratified Dec. 4, 1895, South Carolina seems to have made her first departure from the common law rule, and provided that railroad companies should be liable for the injuries of their employees when, in any particular case, the injury resulted from the negligence of (1) a superior agent or officer, (2) a person having the right to control or direct the services of the injured party, or (3) a fellow-servant engaged in another department of labor from that of the party injured, or engaged on another train of cars or about another piece of work.

This statute appears in full below.

SECTION 15. Every employee of any railroad corporation shall have the same rights and remedies for any injuries suffered by him from the acts or omissions of said corporation or its employees as are allowed by law to other persons not employees, when the injury results from the negligence of a superior agent or officer, or of a person having a right to control or direct the services of a party injured, and also when the injury results from the negligence of a fellow-servant engaged in another department of labor from that of the party injured, or of a fellow-servant on another train of cars, or one engaged about a different piece of work. Knowledge by any employee injured of the defective or unsafe character or condition of any machinery, ways or appliances shall be no defense to an action for injury caused thereby, except as to conductors or engineers in charge of dangerous or unsafe cars or engines voluntarily operated by them. When death ensues from any injury to employees, the legal or personal representatives of the person injured shall have the same right and remedies as are allowed by law to such representatives of other persons. Any contract or agreement, expressed or implied, made by any employee to waive the benefit of this section shall be null and void; and this section shall not be construed to deprive any employee of a corporation, or his legal or personal representative, of any remedy or right that he now has by the law of the land. The general assembly may extend the remedies herein provided for to any other class of employees.

MISSOURI.

Next in order of passage in this class of laws is the statute of Missouri, to be found on page 96 of the acts of 1897, and approved February 9, 1897. The last three sections of this act are quite similar to the acts previously discussed, of Texas and Arkansas defining vice principals and fellow-servants, and the first section resembles the laws of Iowa and Minnesota already referred to. Said act reads as follows:

SECTION 1. Every railroad corporation owning or operating a railroad in this State shall be liable

for all damages sustained by any agent or servant thereof while engaged in the work of operating such railroad by reason of the negligence of any other agent or servant thereof; *Provided*, That it may be shown in defense that the person injured was guilty of negligence contributing as a proximate cause to produce the injury.

SEC. 2. All persons engaged in the service of any railroad corporation doing business in this State, who are intrusted by such corporation with the authority of superintendence, control or command of other persons in the employ or service of such corporation, or with the authority to direct any other servant in the performance of any duty of such servant, or with the duty of inspection or other duty owing by the master to the servant, are vice principals of such corporation, and are not fellow-servants with such employees.

SEC. 3. All persons who are engaged in the common service of such railroad corporation, and who, while so engaged, are working together at the same time and place, to a common purpose of same grade, neither of such persons being intrusted by such corporation with any superintendence or control over their fellow-employees, are fellow-servants with each other: *Provided*, That nothing herein contained shall be so construed as to make any agent or servant of such corporation in the service of such corporation a fellow-servant with any other agent or servant of such corporation engaged in any other department or service of such corporation.

SEC. 4. No contract made between any railroad corporation and any of its agents or servants, based upon the contingency of the injury or death of any agent or servant, limiting the liability of such railroad corporation for any damages under the provisions of this act, shall be valid or binding, but all such contracts or agreements shall be null and void.

The reporters as yet contain no decisions of the supreme court of Missouri which interpret or construe this statute.

English Law a Century Ago.

George Brewer and Michael Doyle were tried for assaulting Jeremiah Haragan on the King's highway, and robbing him of a silver watch and a handkerchief, were found guilty and given sentence of death. John Chester, for stealing a mare, was found guilty and the death penalty fixed. John McNeal, an elderly man of very respectable appearance, was tried for burglariously breaking and entering the dwelling house of William Ridgeway, and stealing therein several articles of men's clothing and of plate. * * * It being doubtful whether the offense was committed in the daytime or at night, the jury found the prisoner guilty of stealing in a dwelling house to the value of 40s., which made it death.—*London Times*.

THE United States supreme court has decided that a railroad company is not liable for damages to a passenger riding on a pass. This decision was given in the case of Louise H. Adams, et al., vs. Northern Pacific Railroad Co.

Correspondence.

All contributions to our Correspondence columns must be in not later than the 10th of the month to insure insertion.

Articles must be written on one side of the paper only. Noms de plume may be used, but every article must be signed with full name and address of the writer as a guarantee of good faith, and to insure insertion.

While the Editor does not assume responsibility for opinions expressed by contributors to this department, he is held responsible in both law and moral ethics for admitting that which will injure or create ill feeling. Hence all communications are subject to revision and rejection if the Editor deems it necessary.

C. H. SALMONS, Editor and Manager.

Likes and Dislikes.

I love an off-hand manly chap,
 However greasy is his cap.
 If rich or poor, or gay or lorn,
 One just the same at night or morn,
 Without a shadow of pretense,
 Whose brain has got some common sense,
 Whose heart at times is tuned to glee—
 Such is the chap adored by me.

I do not care a picayune,
 If he's an animated ruin,
 If his old duds are tattered rags,
 Or if he shakes from frequent jags;
 If nature planted in his breast
 The seed of manhood, then the rest
 Is surely there, for he'll be brave,
 Instead of being a fawning slave.

A railroad aristocracy,
 Shall much too soon around us be;
 We now can note the haughty smile,
 When Judy struts in latest style,
 Who six or seven years ago,
 When walking, saw her sockless toe
 Cut through her shoe. She's now a bird,
 And most precise in every word!

Her husband's head's expanded bad,
 He used to be a social lad
 When we tossed blocks together; now,
 He thinks there's no one like his frau;
 He minds not days when engineers
 Had less of pay-check smiles than tears,
 When Julia hadn't satin gowns,
 Or on her pock-marked features frowns!

It isn't right to soar so high,
 Beneath an ever-changing sky;
 Today you're rich, tomorrow's sun
 May light you on the downward run,
 Without a friend close at your side,
 To help you stem misfortune's tide.
 Should that time come, you'll wish to God
 To be six feet beneath the sod.

SHANDY MAGUIRE.

Letter From a Practical Railroad Official to His Son.

FT. WAYNE, IND., Oct. 24, 1905.

MY DEAR SON: I am in receipt of your letter of recent date informing me that you have finished your course of studies at the mechanical institute, also that you are to be at home in a few days, at which time you will be ready to "jump right into the railroad business."

It pleases me to learn that you have finished your studies with creditable standing, and that you are soon to be at home, for I know they are all lonesome for you there; but about your "jumping right into the railroad business," that is a matter for more extended comment. Your desire to "jump right in" is all right enough, is even commendable, but your way of stating it suggests to me a rather hazy understanding of what you are going up against. My manner of expressing the situation may not be just according to the most approved form as taught in any modern rhetorical school, and it may not be to your liking, but it will prepare you for your entrance into that great practical institution of learning, namely, the Railroad World.

When you say you want to jump right into the railroad business it sounds much the same to me as to hear a six-year-old child talk of butting into the grammar school. There is no such thing as getting into the middle of the railroad game with any hope of succeeding, if we measure success by efficient service, which is the only true gauge of merit. Of course I, as General Manager of the Central, could "place" you somewhere and keep you there, however unfit you might be for the position, but I would not be doing the right thing by the company, nor by you, nor by myself. The stockholder could stand it, and I could tolerate you possibly if I tried, but you would represent to me a broken link in a long chain of efficient employees—a chain that I have labored long to construct, and in which I take no little pride, and I would dislike very much to weaken it by "placing" you where you would fit like a round plug in a square hole, even were you to be benefited there-

by which, however, would not be the case. No, it would not be doing the fair thing by you.

In any undertaking, whether it be the building of a house, or locomotive, or a successful railroad man, there should be a definite starting point, a beginning. First, start right, then build as the progress made warrants. You say you wish to enter the mechanical department of the service, so we will lead our discussion along that line. I will again refer to your expressed desire to "jump right in." It suggests going in at the top, while the fact is you must commence at the bottom, and your progress will be marked by your ability to climb up rather than to jump down. The climbing process may be the slowest of the two, but it is the most interesting because of the many valuable nuggets of knowledge that may be found on the way, and the most profitable as it leads in the direction of success.

You may not at first relish this kind of logic, it being so different from that you have been feeding on, but I want to remove from your mind some of the worthless impressions gained during your term at college. Of course, I sent you there and paid your way, but the fact of having paid for things worthless does not enhance their value. Your baseball and football cannot be regarded as a poor investment, as they both contribute to your physical welfare, and vigor of body is as necessary as vigor of mind in the affairs of the outside world; but I do wish to remove from your mind the impression that prevails among college graduates, that when they leave their alma mater they are qualified for taking hold at some advanced stage of any business—that they are fit to "jump right in," as you have put it. Of course, an institution of learning must be in a measure self-supporting, like any other concern having goods to sell, but commercialism, as practiced today, seems much out of place in that branch of commerce. Sharp competition for patronage causes them to stoop to tricks of trade that are not on a level with their lofty purpose. Each has its so-called traditions, among which are cer-

tain forms of license that are defended by those who are logically on the defensive, but the logic of their reasoning does not appeal to the practical mind, at least not to mine, and I have noticed that popular sentiment is bringing about a change, a modification of some of the college customs, especially that of hazing, which seems to be the chief offender of the public taste. Yes, it is too bad, if it is really necessary, that our educational institutions must in their competition for patronage be compelled to "truckle to the trade" when they rightfully should blaze the moral and intellectual way. But the crowning fault is the impression that the "college man" can begin near the top and win out. This is merely a sop thrown into your education for good measure, "to please the trade," and is more like bait than like fish. I don't like to call that practice downright dishonesty, but it reminds me of Old Rube Tompkins who ran a farm near where I lived when a boy. The products of the farm he sold to the people of the town, and we looked forward to his periodical visits much the same as we did to the coming of Santa Claus. Rube was a model of thrift and honesty, and made the most of every opportunity to impress that belief upon the minds of those with whom he had dealings, especially those to whom he sold, and he had, by his tact, so firmly established himself in the confidence of the people that everybody wanted to buy from him. His cider, and his fruit and vegetables were the best, and when he made his regular trip in the fall never failed to give each of us children a nice big apple, sometimes supplementing the gift with an affectionate chuck under the chin. Besides, his measure was the most liberal. This went on for years until one of our neighbors (a milkman, by the way, who, as was proven later, also practiced some tricks of trade) discovered that Rube Tompkins' measures had false bottoms and were as a result considerably shy of the legal dimensions. And so it is with the college that leads its students to entertain an inflated opinion of their importance as factors in the progress of prac-

tical affairs, that makes them believe they are fit to "jump right in" near the top. It is a deception just as pure and simple as that practiced by Old Rube Tompkins, and is infinitely more harmful and far-reaching in its effects, for it often causes discouragement at the outset of the career of a young man who has not the faculty of being able to see things as they are, instead of as represented, and who consequently wastes time and opportunity trying to start in the middle of the game instead of the beginning; besides, early discouragements are likely to have a lasting effect.

Now, Arthur, I am not one of those who think that because I commenced as a water-boy on the gravel train it is necessary or expedient for one aspiring to high position in railroad work to begin there, but I do believe it is best for you to start there if that is the only position you are qualified to fill. I also believe that in order to properly direct the work of any department, or understand when it is so done, one must have some practical knowledge of the affairs of that particular branch of the service, and it can only be gained by actual experience.

And, my son, it is not alone the technical side of your training that needs development, for if you aspire to high office you will need executive ability, skill in the management of men, and that faculty can be best developed by personal contact with the men engaged in the several stages of service that mark your advancement. You will likely begin as locomotive fireman, and if you succeed in that position I can assure you that you will find employment for all the brawn and talent you possess.

I want you to think over the suggestions contained in this letter and not come home top-heavy with the impression that you are "it," or that you have a "big pull" here with me. My experience has taught me that people with a pull have little push, and the stronger the pull the weaker the push, and permit me to impress this fact upon your young mind that push is one of the chief requisites to success in the railroad world.

Speaking of a pull calls to mind the case of my old friend John Brascomb, who was general superintendent of the Midland some years ago. Well, a nephew of his graduated from some Eastern college as a mechanical engineer, and being highly educated, which meant everything to John, it being natural for people to admire in others that most lacking in themselves, and all that, together with some family pressure, induced John to appoint the young man to the position of master mechanic of the Northern Division, without any preliminary practical training whatever. He couldn't do much harm in that position, filling it "acceptably" for about a year. About that time the superintendent of motive power resigned, and John appointed his nephew to fill the vacancy, and how he filled it is a matter of history that will long be fresh in the minds of all concerned, particularly the Brascomb family, for their troubles dated from that period.

Just as soon as John's nephew assumed charge of affairs he found everything in that department to be wrong, and in his efforts to set them right he created a confusion that was the means of ending his brief official career. For a time he knocked the senior rule to smithereens, tried to inaugurate what he called a plan of equalization of wages that did not equalize to the satisfaction of the engineers and firemen, and when his trusted lieutenants told him what Jack and Jim were saying about his new-fangled plans he grew wrathful and to stem the tide of general disapproval he got right down among the animals and began to twist their tails right and left, fired some of the old-timers and upset things generally. Well, he soon reached the end of his rope, for the president chose to remove him in preference to having the system tied up, and it was not long until old John himself had to walk the plank.

I may have some shortcomings, yes, many of them, but that weakness peculiar to most people which makes them unable to see any shortcoming in their own, or seeing, tolerates them on the ground of kinship, I will not plead guilty to, so you

can make up your mind that our relationship, while it puts us on an equal footing at home, has no bearing whatsoever in our business relations after you once take service with the company. It may even be a real disadvantage to you, for necessity is the parent of resource, and you must feel the need of absorbing all possible information if you wish to succeed in any capacity in any department of the service, and one requires no very keen perceptive faculty to see that the most successful men in any walk of life have been those who actually needed to know things, while those who relied upon their "pull" have been and are today being crowded out of the way by ambitious and energetic men who can deliver the goods.

Your loving father,

JAMES GREGORY.

Not a Dream.

(ON THE ENGINE.)

The westbound freight was slowly toiling up the winding grade,
The moon was quite obscured by the smoke the mogul made,
While the noise of her exhaust, on that cold December night,
Together with the pounding of the brasses, was a fright.

She was leaking at the mud ring, and the flues were leaking too,
And it really was a caution how the piston packing blew;
While the packing of the piston rods and valve stems it is said,
Leaked so badly that a house on fire could not be seen ahead.

The engineer with anxious look was busy spading slack,
For he knew that if he didn't lend a helping hand to Jack
They would not get to Boone, which was fifteen miles away,
In time to meet the limited, and there'd be the deuce to pay.

In the corner on the fireman's seat, swaying gently to and fro,
Sat a figure grim and silent, not a worry did he know,
No trifling thing like failure to make Boone for Number Three,
Could cause the least anxiety to one as cool as he.

When Boone was reached the fireman gave the silent one a poke,
Which after being repeated several times the lad awoke,
And after he had thrown the switch, and gave the signal too,
Said he unto the engineer, "I'm going back to chew."

(IN THE CABOOSE.)

"What's the matter," said the flagman, that we don't make better time,
Here we've only got to Boone, when we ought to be at Lyme?"

"Why the engineer is buckin'," said the one who came to eat,
He who swayed so long and silently upon the fireman's seat.

"Yes, the engineer is buckin'," said he in louder key,
Then the drowsy "con" awoke and yawned, and wisely thus spoke he,

"You're right, Old Pard, the engineer is buckin', for I know,
There is no reason I can see why this train should run so slow,

And he woke me up at Mayfie'd when he set the air so hard,

I knew then he was buckin';" "You're right," chimed in "Old Pard."

"Yes, he most woke me up too that time and I'll call him down for fair,
If he ever jars me so again; he's a 'butcher' with the air."

Said the "con" with look of wisdom and the air of one who knew,

"That engine has a yard of leed and big expanshun too,

And I have heard Bill Blazes say that she could climb a tree,

And Bill, you know, has been a 'con' on this line since ninety-three.

"When an engineer is buckin' or don't savey to the game,

No matter how we hustle, the results are just the same;

If he don't know how to work the leed, and the expanshun too,

He's a burden to the company and a Joner to the crew.

"If I was General Manager I'd fire some engineers, Who have been running engines on this man's line for years,

And I'd put the old conductors who from service had retired

On the engines in the places of the engineers I fired.

"Then there would be something doing on this line for sure,

And then complaints would ne'er be heard about the coal that's poor,

While such things as foaming boilers would be stories of the past,

And the time that trains would make then would be nothing else but fast."

The conductor, quite exhausted by the logic he'd expressed,

Again reclined his weary form to resume his broken rest,

And when the mogul whistled off on that cold December night,

The "high ball" that the flagman gave, they say was just a sight.

JASON KELLEY.

Reserve Fund—Pay One-Half Policy.

BARABOO, WIS., Oct. 29, 1905.

EDITOR JOURNAL: When I began writing articles on the subject of insurance I

did not expect to be able to convince Brother Freenor that his plan of endowment insurance was full of holes, neither was I afraid of anything of the sort ever becoming incorporated into our insurance laws, for the reason that a large majority of our representative men are open to conviction and are far-seeing enough not to allow any permanent injunction to stand in the way of progress. The matter of paying off our old policyholders at a stipulated age or while they are yet alive has been advocated for years and the most conservative writers do not seem to realize that the day of experimenting with permanent life insurance has long since passed by, and that buying insurance is a business proposition just as much as is the buying of any commercial or necessary commodity. My only object in writing these articles was to try to show our Brothers who have not taken the time to look the matter up, that they have only paid for straight life insurance and that it is just as impossible for the B. of L. E. Insurance Association to pay them the full amount of their insurance at a given age or number of years as a policyholder and exist, as it would be for their merchant to sell them flour at half price and stay in business, unless some very liberal fellow comes along and pays the other one-half. In the case of our insurance the young engineer we are trying to induce to join our order would be the one to bear the burden if he joined, and surely no one would desire conditions that would deter him from doing so.

Brother Freenor says in his September article that my main objection to his plan is that the \$20.00 is too much. I think any one with a reasonable amount of knowledge of insurance in reading my articles over with the idea of being fair would say that \$20.00 from each member would only make a respectable start toward a legal and just endowment insurance, but that 20 cents is too much to be spent by each member for a something the direct opposite of business principles.

I am not often surprised at anything,

but I must confess that Brother Freenor gave me quite a jolt in his September article when he made the statement that this life was nothing but a lottery, and then defied contradiction to his statement. I am not hunting for an argument but am free to admit that I am glad that I cannot agree with him on that score. If I read history correctly, the people of the dark ages believed in lotteries, and not only the people but the tribes and governments practiced them, but as civilization advanced it dawned upon nearly every one that there was a law of system and regularity that pervades all life and nature. If this was not true we need not be racking our brains to formulate new and better laws or work for a higher state of education in our family and country.

No, my good Brother, this life is not a lottery. Some men are more fortunate than others, but we are all, to a large extent, responsible for our own condition. At the present time lotteries are illegal in nearly all civilized nations and if your plan should ever carry in a convention, the laws of my own country would very likely throw it out of business.

In answer to the question asked, "Can an engineer get old line insurance as cheap as a banker?" While I do not wish to make this appear as an advertisement I will mention the names of three companies I know who write endowment insurance to an engineer as cheap as to anyone else. They are the Michigan Mutual of Detroit, Mich., the Penn Mutual of Philadelphia, Pa., and the Union Mutual of Portland, Me. I carry insurance in the first named company.

No company and few societies will insure a man at the age of fifty at the same price as at twenty-one years. The B. of L. E. does for a limited amount, and there is a reason for it. One reason is that about one-third of our claims are from accidental causes. In September they were over one-half, and a man in our occupation is just as liable to be killed, in fact, more liable to be killed when young than at an older age.

In closing his article Brother Freenor asks me to assist him in formulating a

plan for the revision of our insurance, but we are so far apart in our ideas of what is right it seems almost useless to say another word on the subject. However, as he has found out what it actually costs for permanent life insurance, I will venture to make a suggestion that I believe might be safely adopted with little, if any, additional permanent cost, and at the same time make it possible to help out unfortunate members who had been long enough in the order to be entitled to it. The idea I am going to present is not altogether a new one, as a number of years ago Brother Futch recommended a plan with the view of formulating a reserve fund and eventually making a cash value on our policies after a given number of years. It did not meet with the approval of the majority at that time and I doubt if it will now for the reason that the most of our dissatisfied members want the full face of their policy or nothing at all. However, I believe a law could safely be passed giving all totally and permanently disabled members that have been so disabled for the space of one year who have held continuous membership for twenty years or over, the privilege of having their policies canceled and receiving therefor one-half their face value; also all Brothers who have held their membership thirty-five years should have the same privilege.

I would not recommend this feature without first raising a reserve fund sufficient to keep the monthly assessments from fluctuating or going above \$2.50 for a \$1,500 policy, as we have no way of telling how many would take advantage of this feature the first few months. On the long run our insurance would cost no more, as few, if any, totally disabled Brothers, twenty years a member, or any other Brother thirty-five years a member, would live long enough to pay in the other one-half.

Of course, this feature might have a tendency to lessen lapses, which is one of the main reasons for our insurance remaining cheap, but it would also be an inducement for our members to take out all their insurance at as young an age as possible, and would thereby lessen the

cost of insurance for all. A feature of this sort, even though it were not as liberal as I have above stated, added to our present laws would cover a long-felt need without giving any opportunity for the greedy to receive benefits they have not paid for, and yet it would give to the unfortunate Brother who has no one to look after him in his declining years, or in his state of total disability, an opportunity to use his own money instead of leaving it to someone who does not care enough for him to make him comfortable.

The fact that this feature would be optional to all after a stated number of years makes it use everyone alike. A Brother who is totally disabled after twenty years a member would, if he so desired, receive nearly one-third more than he had paid in, besides having had twenty years' protection for face of policy, and the Brother who has remained a member for thirty-five years has had thirty-five years' protection and then receives in cash within about \$125 as much as he has paid into the society on each \$1,500 policy.

The above is merely a suggestion and may set some of our Brothers to thinking, but of course I do not ever expect it will become a law.

I once heard a story of an Englishman who, with a number of others, was watching Stephenson firing up his first locomotive, and after casually inspecting everything, the doubting Englishman stepped back, shook his head and said, "She never will go—she *never* will go—she *never* will go;" but as the work progressed, the engine began to make steam and finally the inventor mounted his machine and started her down the track. Then the awe-stricken and astonished Englishman threw up his hands and exclaimed, "She never will stop! She *never* will stop! She *never* will stop!"

Lest the Brothers should think of me as the Englishman did of the locomotive, after it had gotten started, I will close on the subject of insurance for the present.

"With malice toward none and justice for all," I beg to remain

HENRY H. TINKHAM, Div. 176.

When Officials and Employees Work Together.

PHILADELPHIA, PA., Nov. 10, 1905.

EDITOR JOURNAL: For the fourth time I have read and re-read Brother Joiner's letter in the September JOURNAL, page 877, of what two dollars could do, and every word he utters is a solid fact; then why has it not been done long ago? For ten years I have advocated that "money makes the mare go," and what was true ten years ago is more than true today. If you do not believe it, read the account of the investigations of the different life insurance transactions now or those which have been held in New York lately. Money gave the officials of these concerns the chance to drive things just to suit themselves and at a high old rate. Whose money? Yours and all others' who have been foolish enough to invest until, according to the papers, a million dollar property is worth less than half its value; but we do not need to be so foolish. We as an organization could be wise by becoming a money power and having it legitimately invested in what we as engineers are interested. Take all the railroad organizations, and if they were what they should be—financially interested in the corporations that employ them—would they have an influence for good or bad? Strikes would be unheard of because it has been proven that they injure both sides, harmony and good-will would prevail all along the lines, men and officials would work together and try to make all they could for the stockholders, and we would be a big part of that class with as little friction as possible. Long hours on freight or in yard service would in a few years become relics of the past. Why can it not be so? Let me in my simple way tell you. Why! we are too selfish one with the other; whereas on the other side, six or eight men go together and drop thousands into the lot. They elect a treasurer, secretary, and president, and are equipped for business. They do not lie awake at night in fear and trembling that some of their officers will rob them. No! but they work to-

gether to turn those thousands into millions and then the world at large, when they are successful, all yell at once, "Tainted money."

So, did we adopt Brother Joiner's plan with our membership we would become a money power and soon the cry, "Tainted money;" and if we adopted Brother Freenor's plan in the insurance, it would be all for the old man and these cries would come more particularly from members of our organization than anybody else. No doubt this is Brother Joiner's particular hobby. I have mine—reduce the number of delegates and the G. C. of A. of our systems—Brother Freenor is on the old man in the insurance—each one of us thinks we have the best for the general good, and let me tell you of two local members. We on the New York Division have two Brothers, both in a measure with a hobby, and that is to buy certain rugs for their families. One is a great big fun-loving man whose picture has graced the pages of our JOURNAL and he comes out ahead because he is the better judge of colors, or his wife is easier pleased, while the other is handicapped with a "pet" for months back, and that "pet" is his big toe. He has nursed it, he has petted it, he is careful of it, he admires it—oh! he dotes on it, and when I go near him and say, "The JOURNAL has 55,000 subscribers now," he exclaims, "Be careful." He has fallen over the track with it, he ran it up against a door, he has abused it in many ways, and the big fellow consoles him, but at present nothing has any attraction for him but the love he bestows upon that big toe.

So with all the letters for the good of our membership in general: they are passed by because the minds of all of us are particularly on ourselves and not for the general good, and as the world goes along soon when self doesn't do, they become Socialists. I do not know that I did right, but as it has been given to me, I tried to practice it on one who was a Socialist by putting my hand in my pocket and saying, "Have you any money?" "Oh, yes." "Throw it on the bench," says I as I put ten cents

down. His was a dollar. "Now," said I, "you believe in an equal divide. Is that right?" "Well, yes," said he. "Then," said I, "let us divide the money;" but, oh, my! I wish you could have been there to see the kick.

I thank you Mr. Editor, for all the kindnesses during the year, and as this will be in the December JOURNAL, I wish all readers the compliments of this month.

C. B. NIXON.

An Unusually Long Record.

FOND DU LAC, WIS., Oct. 27, 1905.

EDITOR JOURNAL: Please permit me space to speak of one of our old members, as I



BRO. CLARK SMITH.

think he deserves mention. As there has been a great deal said of old members, I think we can boast of one also. The accompanying photo is a correct likeness of him. Bro. Clark Smith, a native of York State, wandered away out west when a boy to the wilds near Chicago in 1852, entered the service of the Galena & Chicago union as a locomotive fireman, firing the Pioneer, then a wood burner in charge of engineer John Ebberts, afterward master mechanic. He was promoted

six years later or in 1858, and went running the same engine between Chicago and Freeport, which position he held until 1861, when he went on the C. A. & St. L., and in 1862 joined the Brotherhood of the Foot Board in Bloomington at a private house, where Div. 19 was then located. In 1863 he went on the Ohio & Mississippi R. R., where he was assigned to duty hauling soldiers. From there he went on the Michigan Central under Allen Sweete, superintendent of motive power; was in the meantime transferred to Div. 2 at Marshall, Mich., when the name in the interval was changed from the Brotherhood of the Foot Board to the Brotherhood of Locomotive Engineers in 1875. He left the Michigan Central and went on the Burlington South Western, where he served as locomotive engineer till 1880, after which he came to the Wisconsin Central, where he still remains, still hale and hearty, running an engine on a passenger run between Fond du Lac and Chicago. He is a respected member of Div. 372, carrying an insurance policy for \$3,000 ever since it has been in force; he has paid as high as \$11 a month into the protective fund during the Reading strike. He has ridden a locomotive for fifty-three years, is proud to be a member of the B. of L. E., and does not regret a cent of the expenditure. He is one of the first to pay his dues and assessments. Of course, we hope to keep Brother Smith with us a good many years to come.

J. F. FREENOR, Div. 372.

Evidence of Luck.

OGDEN, UTAH, Oct. 14, 1905.

EDITOR JOURNAL: In one of your recent numbers a Mr. Nixon said, "Permit my letter to go at random, as I cannot tell where it may end." I will change one word so it will read, "I cannot tell where I may end," when Thomas Lindsay and Frank Neesly read my account of their fishing trip.

This story commences in Morgan, Utah, where Fred Kramer lives. He is a retired engineer who lives in Morgan on a blooded stock farm. He knew how to

save his money, and how to spend it, so now lives off his investments. Tom and Frank belong to Div. 55, and have been going up to Morgan fishing for years. They always came back full—of fish stories of the beauties and great number of fish caught—but no one else ever saw them or tasted them either.

Finally they went up on their last trip for the season in September, 1905, and came back loaded to the brim—with fish;

wonder they wanted the JOURNAL to send their pictures broadcast?

Of course, it would not be fair to tell (family secrets) how much money Tom took with him, and I don't know how much Frank took, for his wife won't tell me.

When Geo. Leidig sees this bunch won't he gnash his teeth, for he had given up trying to catch—fish. I don't know what a La Forge spoon is, but the



NO DOUBT ABOUT THE FISH THIS TIME.

and knowing how everyone had said to them on previous occasions, "I am from Missouri or Texas," they concluded the only thing they could do was to show them, for they now had something to show. A telegram was sent ahead to have a photographer meet them at the home of Frank Neesly—with Frank to the left and Tom to the right and the 65 pounds of fish in front of them. Is it any

fish were caught with one. I wonder if it is similar to a net? The catch looks like it. Don't you think so?

"COLLAR BUTTONS."

Annual Passes to Employees.

DENISON, TEX., Oct. 28, 1905.

EDITOR JOURNAL: In the March JOURNAL of 1904 I saw an article where the engineers on the Southern Railroad had

been granted annual passes over their divisions and system. I called the attention of our G. C. of A. to the favor granted the engineers on the Southern Railroad, and asked them to try and get the same favor granted to engineers on the Houston & Texas Central.

They having failed to get the favor granted, I stated to some of the Brothers that if I could get one of the old engineers to volunteer to go with me free of charge, and get the consent of the G. C. of A., I would go before our General Superintendent and ask the favor. Bro. E. Lalumiere volunteered to go with me.

Having obtained the consent of our General Chairman, with the best wishes for our success, on the 25th of last June Brother Lalumiere and myself asked for a few days' layoff, which was granted. Arriving in Houston we had a twenty minutes' talk with our generous Superintendent, Mr. G. F. Hawks, Bro. Sam Millican, acting Supt. M. P. and M., being present. We asked for annual passes for engineers who had been in the service fifteen, twenty and twenty-five years.

Mr. Hawks stated he would take the matter up with the Vice President and write us the result.

I enclose you a true copy of Mr. Hawk's letter to Brother Lalumiere and myself, which will explain the result of our twenty minutes' talk with the General Superintendent.

However, I must say we all have our annual passes, for which we are very thankful, and they were granted for five years less in service than we asked for.

Hoping this may lead other Brothers to ask the same favor of their officials, I remain,
R. A. BOOTHE, Div. 242.

Have F. A. E. and a Collector.

AUGUSTA, GA., Oct. 15, 1905.

EDITOR JOURNAL: I beg to differ a little with Brother F. A. E. of Div. 620 in trying to save the 3 per cent for collecting of insurance by doing away with insurance secretaries and putting it on the F. A. E. without increasing his salary. The 3 per cent now paid will neither make, break, set us up in business nor keep

us out of the poorhouse, but will afford a safer foundation by a more uniform collection of assessments and prompt returns of same and at the same time save each Division money. For the F. A. E. to attend to the duties properly his Division must pay him a decent salary to enable him to serve his Division exclusively and not have to work elsewhere. You may say some Divisions use the F. A. E. for insurance secretary also. This is true, but I'll venture to say if you investigate, you will find neglect either in F. A. E. department or in the insurance. I know of a sister Division nearby that has F. A. E. and insurance secretary all in one, and when it came to Division business, I don't know of a more slack Division anywhere. I served my Division for years as F. A. E. and I know what it is to look after the Division's best interests and try and make it thrive. When you see a thriving Division you can safely say, "That C. E., F. A. E., and S. A. E. all are certainly pulling together for the best interests of their Division and the order."

Our boys got so big-hearted at one time (from a charity standpoint) that we found ourselves a little weak financially, and the F. A. E. was cut down to \$50 per annum for a while, or about 20 cents per day. During that time I found it necessary several times to throw up \$1.25 and work for 20 cents in order to get F. A. E. work out on time. It was a personal loss to me, but I had the pleasure of seeing our Division stay out of debt and flourish, and finally they restored the old salary. But had I had the insurance on me too, it would have been more than I could have done. \$75.00 per annum, the regular price paid our F. A. E., would not support self and family; consequently, I would have had to half do one job or the other. So if we pay our F. A. E. a decent monthly salary to enable him to devote his entire time to these two offices and keep them up in a businesslike manner, it costs each Division more money and I fail to see the savings of the 3 per cent. In other words, we pay out dollars to save a few cents. Again, we pay one of our craft to do this

work for us. We say to corporations, "We want an honest day's pay for an honest day's work." Why not do unto our own as we would have others do? If we work any of our Brothers hard, pay them for it. A servant surely ought to be worth his hire. You seldom find two men who run an engine exactly alike; neither do you often find two men with exactly the same idea. This is my idea, though I may be wrong.

ENCOURAGEMENT.

members of Div 815. Considerable sport was made over Si and Maud, calling Bro. Turley Si. The other picture is the ladies with the Brothers. Pictures were taken by Sister Hediger.

ELLA ROBINSON, Sec. Div. 86.

Division Representation.

AUGUSTA, GA., Oct. 16, 1905.

EDITOR JOURNAL: I note with interest an article in the October number from Brother "Good of the Order," and really



BROTHER TURLEY, MAUD, BROTHER CLIFFORD AND BROTHER BROOKS.

A Day Out on a Farm.

CLINTON, ILL., Oct. 5, 1905.

EDITOR JOURNAL: I send you two pictures by mail asking your kindness to put in JOURNAL. As we do not come very often, I hope you will do this favor for us. The one standing at the head of mule is Bro. A. G. Turley, traveling engineer of Springfield Division of I. C. R. R.; the next one is Brother Clifford, with whom 21 members of Div. 86 were spending the day on his farm; the next one is Bro. G. E. Brooks, all

the Brother advances some real good financial arguments; if for the good of the order it would fit all sections encircled by the B. of L. E. It is nearly time for another convention and doubtless many will want to express opinions on representation and other matters likely to come before that honorable body when it convenes. As representation has been agitated for some little time, not wishing to take up too much of your valuable time or try your patience too much, yet with your consent would like to briefly express a few ideas along that line,

Railroading used to be a profitable pleasure, but that is something of the past, as railroad monopoly has had a tendency to make worse than slaves of us, for there are many like myself started young, spent their best days railroading, and naturally enough, feel like they cannot do anything else, hence try to make the best of it. One monopoly is enough, so for God's sake, Brothers, let's not have a monopoly in our convention. Let each Division that so desires send a worthy delegate with power to act. This delegate better knows

arrangements to that end. That Brother when he came home set several times to come and make a report and instruct us, but never did get a chance to do so, and we did as best we could until the next convention, which was very unsatisfactory. The other time alluded to we decided to try Charleston and did so. This delegate got sick and went home, turning things over to the delegate from Florence. This time we heard nothing at all, only what our pro rata part of expenses were. Later the Brother from Florence began



BROS. TURLEY, CLIFFORD AND BROOKS, AND MEMBERS OF G. I. A. DIV. NO. 86.

the interest of his Division and just what will suit his section than does a representative for some system of road who, naturally enough, wants to benefit his system, and possibly aside from that, others are strangers to them, and there are other reasons too numerous to mention.

Twice my Division got the cheap idea fastened on to it, and I for one have never seen the good derived from it. Once they thought they could save money by getting Atlanta to represent them and completed

running into our city, and after we had been blundering along in the dark for nearly a year he found out our ignorance, and was surprised that Charleston had not instructed us, and kindly told our C. E. if he would call our meeting in the forenoon instead of regular time in afternoon (as his trip went out in afternoon) that he would come up and instruct us; and I tell you we felt good when we got out of the dark.

What about that big five hundred at

Los Angeles? Yes, we sent a delegate there too to help swell it—one worthy the name and honor of delegate and Brother—and when he came back, made his report and instructed our Division, we felt like we were paid for sending him. We felt like we knew as much as anybody else.

From experience I say, let every Division that can and wants to, send a delegate. I for'one am satisfied we will get better and more satisfactory results. Nobody knows your own need better than does one of your own members.

FOR REPRESENTATION.

The Steam Whistle.

LITTLESTOWN, PA., Nov. 7, 1905.

EDITOR JOURNAL: Some time since I noticed an article in one of our Eastern papers the drift of which was to dispense with the steam whistle on locomotives. Paralyzed be the tongue and withered be the hand that would say or do aught against retaining this life saver.

In my quarter of a century of running a locomotive, I have saved, with the aid of my whistle of warning, as many lives as there are hairs on my head, and I'm not bald-headed yet. Ye lawmakers take notice: That it should be regarded as a capital crime for an engineer to withhold this warning when a life is in danger, nervous people who do not like the noise to the contrary notwithstanding.

I am aware that most railroad companies give strict orders against whistling within the limits and suburbs of cities and large towns, but if engineers are arbitrarily compelled to obey such an order and loss of life ensues, then the strong arm of the law should smite the company and not the engineer; and if there is no law to cover this, it should be speedily put on the statute books of every state in the Union.

Many a time, when running at a high rate of speed, and unable to stop, I would have killed or maimed people, but for eternal vigilance and a noisy whistle; for instance, approaching a very noisy mill where the noise of my approach could not be heard by the party on the track, or running on middle track with trains running on each side.

Remember, dear reader, 75 years ago they had nothing but horns on locomotives, which the engineers blew before reaching dangerous crossings.

In 1833 an English farmer's cart was run down on the way to market, and 1,000 eggs, 100 pounds of butter, two horses and a man were lumped up in one great omelet on the rails. The railway had to pay the damages. The president sent for George Stephenson and said an-

grily, "Our engineers can't blow their horns loud enough to clear the tracks ahead. You have made your steam do so much—why don't you make it blow a good loud horn for us?" Stephenson pondered. An idea came to him. He visited a musical instrument maker and had constructed a horn that gave a horrible screech when blown by steam. From this horn the whistle of today descends.

Now, if it was necessary at that time, it is doubly so today. The saving of life is a far greater virtue than to save shocking a few purse-proud nervous people.

LOUGHREA, Div. 104.

Shorter Day, Betterments for Switch Engineers.

OSKALOOSA, IA., Nov. 6, 1905.

EDITOR JOURNAL: In your issue of several months past my attention has been called to some excellent articles on the subject of shorter hours for railroad work, and methods best suited to bring about the much desired and also needed result. Take up the question as to whether it is an engineer's duty to put in the extra hours he is now required to do in preparing his engine for the trip without additional compensation, and you have a burning issue and the outcome depends entirely on concerted action of the Brotherhood. There is not now, and never has been, any doubt or contention that the laborer is worthy of his hire, but we all know that in many cases he does not get his just dues, and it looks like a reasonable conclusion that the extra time and work referred to above is one of the instances where the engineers have to take what is handed out to them, and are misnamed "kickers" if they refer to unfair treatment. In no other line of duty, outside of the transportation department, is any employee asked to be on duty before his actual work or run commences; consequently, there is no just reason why an engineer should be required to do extra service without being paid an equivalent for such extra duty. We fully understand the kind of an argument the officials would put up to counter any change in the now general practice, and one that has been worked effectually to the detriment of the engineers. Railway officials will tell you there is no economy in overworking men and they do not intend to exact any unusual work, and yet it is going on continually, notwithstanding these assertions.

The Brotherhood of Locomotive Engineers stands today at the head of the class of all labor organizations, and so much good has been done by their constant and conservative line of action that it would

seem to be an easy matter to settle this point in controversy without the assistance of national legislation fixing the hours of labor at eight, that fixes the division according to the Bible traditions—eight hours for work, eight hours for sleep, and eight hours for refreshment. Still, there are propositions connected with the operation of railroads where it is at times necessary to deviate from these rules or any other ironclad rule, and at this point is where the good sense and judgment of the B. of L. E. officials and the various committees do their best work that long experience has, along with the other talents, so well fitted them for the service; and no doubt when they take up this matter it will be settled, and settled right.

But, Mr. Editor, I did not intend to go into the above matter in this letter to any extent. My purpose in writing to the JOURNAL was on another and, as I view it, a matter of more vital import to the craft—that is, what is going to be done and when is the proper move to be made, to regulate one of the greatest wrongs that exist today in the machinery department of railroads; and what seems so strange, this evil has existed in a general way ever since the organization of the order of engineers; in fact, to many it has the appearance of neglect on part of the men who should know, and no doubt do know, that engineers, if switching engineers, are both underpaid and overworked.

Switch engineers seem to occupy the position of neglected orphans in the Brotherhood. When the importance of the position is fairly considered, they are to all intents and purposes the equal of any other member of the craft, and deserve better consideration than they are now receiving, for when schedules are taken up for consideration, there seems to have been an oversight of the rights of this especially worthy class of men.

As a matter of fact, we know that the railroad officials have rated this class of service too low, and endeavor to create the impression that there is no special importance to be attached to this class of men, but that is only for effect. The fact remains, they are, as a rule, practical and skilled men. Though they are the fewest in number on any line and not disposed to urge their rights is no reason why they should be kept in this condition. It is a common remark among railroad men that yardmen, ordinary switchmen, draw more pay than the switch engineer; and this can be attributed to the fact that the yardmen have pressed forward and with a solid front won out in their contentions. The engineers of switch engines may have been lacking in the necessary push, but that is no reason why the craft in general should allow

them to be thus discriminated against.

Now, as to the proper remedy to apply to relieve these worthy men, there may be a difference of opinion. An eight hour law by the General Government would fix the matter, as some of the Brothers contend, but it is more likely that most of the present generation will have passed over to the great majority before Congress is induced to pass such a law; and whether such a law, even if passed or enacted, would stand the constitutional test in the courts, is a mooted question.

Governments and courts hold all contracts that are legitimate and equitable as sacred deals, and do not care to inject themselves into what might be properly termed private business matters. So, considering all these things, I am impressed with the idea that the order of the B. of L. E. should take up the question and if they pursue it along the lines they usually adopt in correcting inequalities where they find them, they will be successful in their efforts; and to assure an early start in the proper direction, it would be a good move to have the matter taken up in the Divisions and referred to the proper committees, who in turn should present the matter to the Grand Chief and his cabinet in order to obtain concerted action.

There ought not to be any delay in this move, for it is a most worthy and deserving matter, and inasmuch as I am not a switch engineer you observe I could not be personally benefited, and my sole aim and object is to give these men a square deal.

J. T. REDMAN.

New Order of Things Wanted.

MEMPHIS, TENN., Oct. 24, 1905.

EDITOR JOURNAL: Since I wrote my last letter to the JOURNAL, which appeared in the October number under this heading, I have been asked to explain more fully my proposed plan of reorganizing our present G. O. of A. system.

As you all know, our present G. O. of A. is composed of men running an engine on the system they may represent. So as to give some figure, I'll mention one of our large systems and number of men. The Gould Southwest System it appears had March 24, 1904, 756 men represented by sixteen committeemen and one paid chairman. A special meeting lasted from March 24 to May 4, and cost those 756 \$4,536.00.

Those sixteen "exposed," one immune, went before this large combination of capital and brainiest men that can be found to get some concession. I do not know what results came out of this special meeting, but I know it was an expensive one.

If my proposed plan had been in opera-

tion, let us see what this meeting would have cost, and how many men would have been exposed. This system has a cause. The several Divisions meet with their local committee, and in contact with the paid chairman—the one “immune.” He would then notify the district grand officer to call the executive committee, or him, if he should happen to be their officer. All would meet at place where the adjustment should be made, present the grievance to the heads of the system. Right here we would have concerted action, “a small exposed frontage,” and at the expense of the regular monthly payments of the paid chairman. Suppose we say the committee calls in Chicago on this occasion. You can see they call in every headquarter of all the great and small railway systems, for this body is in contact with the general chairman of this whole organization, which should meet at Cleveland twice a year. “Immunes,” with our whole prestige, is what we need. In our Division rooms, in our convention halls, we may with perfect freedom speak of what is and should be best for our profession.

Let us meet those large combinations with combinations at as small an expense as possible and with a small exposed frontage.

If some of the money we now spend on the G. C. of A. could be turned into other channels, say for an instance our insurance, or maybe we would be able to pay some poor disabled Brother that through long hours and hardships has been called up for physical examination and pronounced unfit for service.

The results of my proposed plan would be of manifold good. We would at all times have a grand officer near at home, our paid chairman would come in contact with men of other roads, our meetings would be more interesting and maybe bring out a better attendance. Yes, I believe it would produce a general effect which I cannot now see.

One Brother has accused me of passing unjust judgment on our passenger men. If my first letter is so understood, I wish that all who so construed my letter will feel otherwise after my explanation. It was not my intention. The fault was I did not take enough time for my first letter so all who read it could fully understand me. Still, I'll say it is an error to select our passenger men for committeemen on the G. C. of A. When one of us reaches this branch of the service, he is well up in years, and for him to be placed on the G. C. of A. is to him dangerous, for if he accomplishes what you have sent him for he is a “target.”

Human nature will ever be what it is. His “all” may depend upon his “stand,” or his “receding” when the representation of the men's grievance is taken up, for it has and always will be that upon those representing, not upon the represented, rests the blame.

A committeeman that accomplishes much now will sooner or later be looking for a job. Maybe he gets one, and maybe a poor one it is. Too old! The age limit has put a banishment upon him. I have met poor old Brothers whom I personally know, who had good jobs, and carried the men's trouble with a good heart, but who could not or would not take the “hint.” It is a sad sight to see those who have given up their “all” for others, and be so soon forgotten. It is true a few who lost have been taken good care of, but they are so few. Can you blame your committeeman if he fails to get you what you sent him for unprepared?

Let us change our faulty system; send men who may well laugh at “hints,” send a committee to your heads of your system protected, send one that when they call in one place they know that far away they are backed as well as at home.

The convention is drawing near, the month for election is upon us. Let us select the right man—the up-to-date man—a fearless and interested member. So much is expected from this coming convention and all depends on us in our selection, that we may not be left behind in this mad rush of our present age.

HARRY E. BRADFORD.

Number of Delegates—Chairmen's Association.

PINE, COLO., Oct. 20, 1905.

EDITOR JOURNAL: With the possibility of having ulterior motives attributed to me, I wish to respectfully suggest certain changes in the machinery of our Brotherhood. Having been frequently honored by appointment to committee work I believe I have served my full time as a committeeman. During the periods of association with thoughtful interested Brothers, I learned what I am convinced to be some items of importance to the best interests of the Brotherhood in general.

I wish to advocate two changes in the mechanism of our fraternity. They are both unpopular in our conventions, for reasons which seem almost mercenary. The rank and file of our membership have given but a passing thought to either question. Believing the “press is more powerful than the sword,” I am going to call attention to them through the courtesy of “our press.” The two changes alluded to, are:

First—Reduction in the number of delegates to conventions.

Second—The institution of a general chairmen's association.

How do I know them to be unpopular? First, because at every convention for many years, numerous resolutions have been introduced advocating the cutting down of the number of delegates, and each time they have been "knocked out" in the first round by an emphatic "No."

Second, I have a vivid recollection, that, at the Milwaukee convention, upon the presentation of a plan whereby the various committees throughout the country might have a common center to diffuse knowledge of the methods pursued by others, the project was hooted down and its authors denounced as schemers.

Bro. J. M. Watson, the salaried chairman of the New York Central, and your humble servant, after long years of faithful committee work for the improvement of our craft, fully realizing the degree to which we were handicapped, by lack of an adequate knowledge and understanding of the best methods to pursue in formulating schedules and conditions of employment, decided to call a meeting of the chairmen of all systems present at the convention, and lay before them the plan we had conceived. I think there were thirty-eight general chairmen present at the meeting. After presenting our ideas as being the most essential need of the Brotherhood at the time, they unanimously agreed that our plans were feasible. A committee was appointed by the meeting to draft plans to be presented to the convention for consideration. And lo, what was the result? The scheme was vehemently hooted down, and had its promoters been less courageous they might have sought police protection.

Again on March 20, 1904, a meeting was called in Chicago, chiefly instigated, I think, by our present A. G. C. E., H. E. Wills. It was largely attended by men who had done more for the building up of the best interests of the Brotherhood than any like number that could be selected. They realized the necessity of affording our schedule makers better facilities for educating themselves in what is, in fact, the most important work of the entire Brotherhood. They even went farther than we did in Milwaukee—they actually perfected the organization of the general chairmen's association. This body was ready to start off on its grand work, with but the Los Angeles convention to say the magic word which should give it life. But no. Instead of giving it life, a death blow was dealt. And now it pops up again in Colorado.

I hope I may not appear egotistical if I discuss these questions from the stand-

point of one who has had some experience in conventions, is a veteran committeeman, and who has given the question of the number of delegates a very careful and deliberate consideration. Anyone who has been a delegate to one of our conventions will readily agree with me that a great deal of time has been consumed in the passage of a few laws, when with one-tenth the number of men of good business methods, and better fitted for this work they might have been more quickly passed. With the present enlarged size of the order, and great number of Divisions, the time is past when each Division should have its own delegate. On this score there are two foolish notions to be combated, namely: the sentimental notion of local loyalty to one's own Division being represented, instead of the higher and grand loyalty of bettering the condition of the whole. And then, there is the more mercenary idea, that too many delegates allow themselves to be governed by, that, should they enact a law reducing the size of the conventions, they will, in fact, vote to keep themselves at home, from the next and all other conventions. Any one who has observed the attitude of the vast majority of delegates, can but conclude that five hundred men go to the conventions, and involuntarily or otherwise, watch one hundred "wheel horses" do the work.

I should like to express with all the power within me, what I firmly believe to be the most pressing need of the oldest, most conservative and highly respected labor organization of America. I refer now to the absolute necessity of surrounding our committees of adjustment with better facilities for studying methods of serving us in the matter of schedule making, and the making of contracts governing the conditions of employment. I will grant that the best talent that we have is usually selected from our general committeemen. It must be remembered, however, that as a rule, after leaving the common schools, our entire time is passed on an engine, and we have but little time or opportunity to improve our native talents by contact with men outside our craft. We must choose our generals from our rank and file, to cope with men of the highest educational attainments. Our generals, trained in their craft only, must meet and make terms with our employers, who have every advantage over us in business training and diplomacy. They are paid handsome salaries to make dividends for their respective companies, but, like the "man from Missouri," they have to be "shown" that certain results will return larger dividends; when that showing is made, however, the "result" comes to us, and the "dear people" pay

the bill, as they do all other bills. But, my Brothers, how can you expect a party of men, who never came in contact with men and methods, except those identical with their own, to make the most acceptable terms for us with the general manager, who is not only a member of an association of his peers, but a man surrounded by any and all information bearing on the question at hand? It is to be wondered at that our committees, handicapped as they are, do as well as they do.

I hope I shall not be misinterpreted as proposing unduly aggressive or hostile measures with the railroad managers, generally, on the assumption so frequently adduced, that they are our common enemies. On the contrary, I regard the general managers as our best friends, but as I have said, they are there to produce dividends or to explain to their board of directors why they have failed. When we can convince them that our arguments and claims for increased rates are correct, there is but little doubt of their granting them, but the claim has to be made in a way that gives the manager a substantial reason for granting it.

I should like to ask, with not the least idea of criticism, but prompted wholly by interest in our order, "Is our Brotherhood keeping up with the procession? Are we napping, in our snug self-satisfaction, while younger and less potent railroad organizations are passing us in the great race to better their conditions, by getting increased rates for increased responsibilities?"

I most sincerely hope that every member of our noble order may read carefully what I have written and ponder over my suggestions, and further, that they may conclude that there is "more truth than poetry" in what he reads. Go to your Divisions, Brothers, and instruct your delegate to the Memphis convention, to vote for the reduction in size of the conventions—he will find plenty of resolutions there bearing on that question. Also instruct him to introduce or favor some means that will afford our general committee the necessary light in their business to serve us in the most acceptable and profitable way, and above all, my Brothers, do not raise unjust objections to paying a small assessment for committee work. Do not feel that you are doing your committee an invaluable favor by appointing them to such positions, and that it is a condescension on your part to pay such bills. The committeeman makes nothing more out of the deal than he has made for you. He is no more interested than you should be. He has nothing more than his own job to protect, but you have chosen him because of his peculiar fitness for committee work.

I hope those who take issue with me will kindly refrain from personalities and set forth their views in arguments supported by solid facts. I am not making a "grand-stand" play, neither do I hope to feather my nest, for I have served my full quota of committee work, and am no longer in it, but I still feel a deep and abiding interest in the Brotherhood that has long been very dear to

W. W. HALL, Div. 186.

Drink and the Worker.

MISSOURI VALLEY, Oct. 29, 1905.

EDITOR JOURNAL: The most important question that confronts the working class at the present time is that of using intoxicating liquors. In relation to this question, *Leslie's Monthly*, in a recent issue, said:

It is the patronage of the rum shop far more often than it is the low wage that spells squalor in homes, heartbreaks for wives, and every woe for the helpless and dependent. Hence come rags, hence comes desolation, hence comes every form of brutality, vice and crime that disgrace humanity. Few wives are beaten, few homes are turned into hells, because of hard work and low wages; it is the drink devil who wields the whip and brings in the hell. There is no taskmaster who drives so cruelly as he or lays on so heavy a lash. Much labor both in its character and in its rewards may be akin to slavery, but there is no bondage so galling, no servitude which exacts so much and gives so little, as the slavery of strong drink. Among all other good and true aims set before them, let the trade unions declare an unalterable and deadly enmity to the drink traffic, and they will achieve a larger good for workingmen than in all other efforts to which they can put their hearts and hands. Boycott the saloon, order a general strike along this line, and there will be a result in the homes and by the firesides of the world's toilers that will rejoice and bless humanity.

All classes of people drink more or less, even some of the clergy like to take a little "schnapps," but the working class consume more liquors than any other class because they are vastly in the majority; consequently, there are to be found more drunkards among the workers.

It would be a grand thing if organized labor should "boycott the saloon and organize a general strike along that line," but a strike of this kind would not have the sympathy or get the support from the people it should because the liquor interests control politics.

The heavy tax imposed upon the manufacturer and sale of intoxicating liquors are for the purpose of raising revenues to pay the expenses of the government, and also to help maintain the public schools. This method of taxation has been adopted in order to have the consumer pay the tax, and as the working class are so much in the majority, they pay the larger

portion of it. The large profits or revenues received by national, state and municipal governments is the cause of liquor interests controlling politics, because if there is no profit there are no politics.

The wealthy distiller and brewer are in favor of a high license law because it gives them a better opportunity to monopolize the manufacture and sale of liquors.

The rich man favors high license because he realizes that if revenue is not raised from this source the United States Supreme Court may reverse itself and decide an income tax constitutional.

The members of the different churches also favor it, at least a majority of them do, the members who are prohibitionists favor high license if they cannot get prohibitory laws enacted. Other members favor it in order to escape a direct tax. They may not use intoxicating liquors, but at the same time vote for the taxation of it.

The liquor dealers have an association and it has a great influence in politics, and when they use that influence they can elect any candidate for office that best suits their interests. Each liquor dealer in every precinct can control a certain number of votes, and they are mostly workingmen's votes because, as Bishop Potter says, "The saloon is the poor man's club room."

In the year 1904 the people of the United States consumed spirits, malt liquors and wines to the amount of 1,605,-851,455 gallons; this includes both domestic and imported. In the year 1904 the national government received in revenues from spirits and fermented liquors \$184,898,474.

Millions of dollars are collected annually through high license laws. Greater New York alone for the year ending April 30, 1904, issued 7,827 licenses to sell liquors; this includes hotels, saloons and club rooms, and for which the city received \$11,516,898, and the working class paid the most of this great amount of money. And this is not all that is collected from the sale of drink, another tax is imposed on those who go out for a good time and next morning find themselves in the police court.

If the working class can be educated to keep away from saloons and save their money, business would get dull in the criminal and police courts, but of course a large number of "Jim Crow" lawyers, political "grafters," and hangers-on would be out of a job.

GEO. H. CONNER.

A Vital Question.

EAST ST. LOUIS, ILL., Nov. 7, 1905.

EDITOR JOURNAL: Allow me a little space for the airing of a subject of vital

importance to each and every member of the B. of L. E.

Our present insurance laws leave much to be desired. A member losing a hand, a foot, one or both eyes, receives the amount of his policy; so far so good, but how about the hundred and one other causes of disability from which he is not immune? Paralysis, Bright's disease, ophthalmic troubles, or any of a long list of ills to which human flesh is heir may incapacitate us for the service—what then? We find ourselves adrift in the world almost as helpless as when we came into it, with a family to support, assessments to be paid and nine times out of ten not a dollar in the bank, all our earnings, over and above living expense, having gone into our insurance, and the best we can expect is that on proper proof of our inability to meet our assessments our Division carries us, money thus expended to be deducted from the amount of policy when payable, while the insured who, in some cases, has already paid in enough to start him in some little business venture that would mean a living for his family and the saving of his own self-respect, drifts around doing anything he is physically able to do at any price he can get for his work, in order to keep him out of the poorhouse.

When a young man begins life as a railroad employee with a determination to succeed in his particular department of the service, he puts his whole energy into his work, and with long hours and arduous duties, has no time to fit himself for other than his chosen occupation; and, therefore, after ten, fifteen or twenty years spent in the service, he finds himself incapacitated for further duty along that line, there is no choice of professions open to him and often, after a life of hard-earned independence, he finds himself, through no fault of his own, reduced to a life of penury, dependent on the charity of others, and in some cases even forced to live separate from his wife.

This need not be if our insurance protected us as it should. What we need is an insurance that covers the whole ground—death, disability, accident and sickness, and if our present insurance laws cannot be amended, create a new department. Issue policies for not less than \$1,000 and as high as wanted, paying weekly indemnity for sickness or accident, insured to receive a full amount of policy for total disability from any cause. Such insurance would greatly benefit all concerned and do away with much of the charity work now necessary, and with Brother Heriot I believe it would be a financial improvement both for the order and the members.

Now, Brother "Eagle Eye," wake up,

get out your "Constitution and Statutes," and turn to page 85, Sec. 42, and read it carefully. If, after a careful perusal of Sec. 42, you consider yourself and family sufficiently protected, rest easy; but if, on the contrary, you desire a better protection, go to work for it. This movement means just as much to you as to me, so let us pull together and try to do something along this line at our next convention. Let us discuss this question pro and con and never give up unless it is clearly proven disadvantageous to the cause of the B. of L. E. Let us hear from everybody.

Fraternally yours,
GEO. HOLMES, Div. 512.

Child Labor.

COLUMBUS, GA., Sept. 5, 1905.

EDITOR JOURNAL: When Jesus was on earth He said, "Suffer little children to come unto me and forbid them not, for of such is the Kingdom of Heaven."

The owners of the cotton factories say, "Little children, come into my poorly ventilated institution of Child Labor, and work for me from early morn until dewy eve for a bare pittance. For your daily and almost unremitting toil I will only pay you enough to buy you a few clothes to cover your little thin emaciated forms; I will pay you enough to buy a few morsels of bread. I will employ you while you are young. The work I give you to do will make you old while yet in your teens. Your faces will grow pallid from long confinement in a stifling atmosphere. You will grow up uneducated and illiterate, and you will perhaps help support your strong father who has virtually sold you into a condition that borders on to slavery. You may be herded together in factory boarding houses where disease and misery reign supreme. When you drink from a tin cup and very hurriedly eat your indigestible food from a tin plate, I will drink from a cut-glass goblet and eat my meals in leisure surrounded by every modern luxury. I pay for this with ill-gotten gains that I have wrung from little children who work for me for a paltry sum.

"I have children myself, but they are not like you. They are too human and too well bred to be like you. My children are God's children. You are not.

"On each beautiful Sabbath morning I will have my children dressed in robes of finery; on their fingers I will place sparkling jewels, all of which I have wrung from you in defiance of God's law, and I will send them to Sunday school—one that you cannot attend, because if you were welcome you haven't clothes suitable to wear on such an occasion.

"I will each Sabbath attend services at

a magnificent church which I helped to build with money made for me by your wee baby hands, and there I will listen to a golden sermon preached by a golden preacher who is afraid to mention your pitiful condition for fear he might hurt my feelings and he depends on me to contribute a liberal share toward his salary.

"Some of the shekels I wring from you will go towards charity that will not reach you. To give a little helps my standing in the community in which I live.

"I will exercise a form of tyranny over you, and the law, which my money and influence to some extent control, will protect me as an oppressor of children. I sell my stock to the most influential men in our land and this gives me power. You cannot hurt me at the polls because I have kept you too ignorant to vote for a man who would improve your condition. I am a member of a brilliant society, and am highly connected; you have no advantage of fortune or connection. You must wear the bitter yoke, while I lash and drive you."

Brothers, is this condition right? You who love your little ones, shall not this great evil be put aside? Let us say to the men who own these factories, "You may grind the lives out of strong men, but in the name of God and humanity, you must keep your gluttonous hands off of the children."

Let us strike the shackles from their little limbs. Let us educate them and give them a fair start in life, that they may become useful and intelligent citizens of this great land of which we proudly boast and call free.

Child labor as it exists in a great many localities is a menace to our future civilization, and we should assert the rights of these little children in such a manner as to terminate such disregard for human feeling.

We must have laws that will permanently restrain the men who own these factories from veritably crushing the lives out of little children. There should not be the apathy of class towards class as does exist, but every American citizen should strive for the common good of all, and more particularly the education of children in preference to slavery in cotton factories.

Men who work children or employ them in cotton factories lack moral sensibility, because they know the life in cotton factories does not tend to elevate the morals of those so employed. Let us emancipate the children, and tell these institutions of slavery that they may prosper, that in fact we want them to prosper, but that they must obey the dictates of humanity and free the children or refuse to employ them in their youth.

The masters of these institutions believe the ruin of children a small matter compared with their love of gain and comfort. Let these men know that they must employ men at men's wages, and not destroy the health and happiness of children. To be a benefactor of these children is carrying out the wish of our Saviour; to persecute them is but carrying out the dictates of some one even worse than Satan. We should sympathize and tenderly care for the little ones, and shrink from doing them harm, and forever shield them from a condition that borders onto slavery.

The voice of right is the voice of freedom, and it should reverberate from one end of this broad land of ours to the other, proclaiming freedom for children. The meaner a man is the more lasting is the bitter memory of him in the minds of those who knew him as an unjust and unrighteous man; and the man who is responsible for working children in factories, knowing the evil consequences, will live in the minds of men as one devoid of a drop of "the milk of human kindness."

We want our coming generation to progress, and not deteriorate; and if we allow children to work ten or twelve hours a day in stifling factories, their forms will be stunted and their mental faculties impaired to such an extent that they will be useless except as human machines.

Every good man should be a worker in the cause of humanity and should denounce in no uncertain terms child labor in cotton factories. To ruin and destroy a race of men is no small wrong, and the destroyer should be forced to leave off his accursed work. The only believers in child labor are those who have an interest involved, and that an utter selfish one.

We want our nation to grow in truth and right, and not in sin and degradation. The privilege of education, of culture, and religion should be as free to the factory employee as it is the owner of the factory. Men often think they are doing right, from their point of view, when a close analysis of their actions would show their destructiveness. The owners of the cotton factories in working children attempt to condone a grievous wrong to suit their actions, from their view-point, when such actions are very destructive to a large per cent of humanity.

W. A. KLINE, Div. 409.

Railroad Employees' Home.

HIGHLAND PARK, ILL., Nov. 1, 1905.

EDITOR JOURNAL: The following donations have been received at the Railroad Men's Home for the month of October, 1905:

FROM B. OF L. E. DIVISIONS.			
Div.	Amt.	Div.	Amt.
50.....	\$ 5 00	322.....	\$10 00
60.....	13 00	351.....	8 00
106.....	12 00	360.....	24 00
197.....	9 15	452.....	50 00
239.....	12 00	574.....	12 00
265.....	3 00	54.....	2 00
271.....	5 05	609.....	6 75
290.....	5 00		

Total.....\$176 35

FROM G. I. A. DIVISIONS.			
Div.	Amt.	Div.	Amt.
14.....	\$ 5 00	191.....	2 50
16.....	1 00	205.....	1 00
29.....	5 00	220.....	5 00
42.....	5 00	224.....	2 00
43.....	5 00	227.....	1 00
47.....	5 00	230.....	2 00
69.....	2 00	233.....	2 00
76.....	50	242.....	2 50
84.....	10 00	249.....	5 00
90.....	2 00	253.....	2 00
112.....	1 00	254.....	5 00
119.....	2 00	255.....	5 00
123.....	1 00	266.....	3 00
130.....	5 00	273.....	11 25
155.....	1 00	279.....	5 00
160.....	2 00	294.....	5 00
153.....	2 50	295.....	1 00
164.....	3 00	299.....	2 00
167.....	10 00	314.....	10 00
172.....	5 00	323.....	2 00
178.....	1 00	326.....	5 00
184.....	5 00		

Total.....\$158 25

SUMMARY.

O. R. C. Divisions.....	\$ 35 31
B. of R. T. Lodges.....	210 60
B. of L. E. Divisions.....	176 95
B. of L. F. Lodges.....	78 36
L. of A. C. Divisions.....	78 00
L. A. to B. of R. T. Lodges.....	113 65
G. I. A. Divisions.....	158 25
L. S. to B. of L. F. Lodges.....	53 00
James Costello, of Div. 270, O. R. C.....	1 00
Members of Div. 554, B. of L. F.....	6 00
R. A. Dreisner, of Div. 46, O. R. C.....	2 00
James W. Davey, of Div. 313, B. of R. T.....	1 50
James Moreland, of Div. 1, O. R. C.....	1 00
Union meeting held in Chicago Sept. 29, by Div. 191, Flower Fund.....	9 05
J. O. Johnson, of Rolla, Mo., through W. K. Bell, Div. 513, B. of R. T.....	5 00
Wm. Roadcup, of Div. 397, O. R. C.....	5 00
J. R. Carr, of Div. 397, O. R. C.....	5 00
W. S. Mead, of Div. 397, O. R. C.....	5 00
W. R. Watts, of Div. 397, O. R. C.....	1 00
C. J. Lamberton, of Div. 397, O. R. C.....	1 00
Geo. W. Thomason, Div. 397, O. R. C.....	1 00
James Gibson, Div. 397, O. R. C.....	50
J. S. Baird, Div. 397, O. R. C.....	50
P. A. Lynch, Div. 75, B. of L. F.....	3 82
Geo. W. Axe, Div. 75, B. of L. F.....	3 82
From Elmira, N. Y., unknown.....	2 00
From Baltimore, Md., unknown.....	3 00
C. A. Ford, of Div. 404, B. of L. E.....	1 00

Total.....\$ 962 31

MISCELLANEOUS.

- One box of household supplies from Div. 328, L. of A. T.
- Two boxes of canned fruit from Div. 49, L. A. C.
- One quilt from Div. 193, G. I. A.
- One box of supplies from Div. 223, L. A. T.
- Six comforts from Div. 135, G. I. A.
- Six comforts from Div. 182, L. A. C.
- One box of canned fruit from Div. Toledo, O.
- One box of canned fruit from Div. 25, L. A. C.
- One box of canned fruit from Div. 60, L. A. C.
- One box of canned goods, sender unknown.
- One quilt from Div. 174, L. A. C.
- Box of tobacco tags from Div. 81, O. R. C., Div. 25, B. of R. T., Div. 665, B. of L. E., and Div. 669, B. of L. F.

Respectfully submitted,
JOHN O'KEEFE, Sec. & Treas.



• Ladies' Department •

Communications for publication must be written on one side of the paper. Noms de plume are always permissible, but to receive consideration must be signed by the full name and address of the author, and addressed to the Editress, Mrs. M. E. CASSELL, 927 Dennison Av., Columbus, Ohio, not later than the 8th of the month.

The Editress reserves the right to revise, reject or use matter sent in, governed entirely on its merits.

Christmas Carol.

The bells are ringing, ringing loud and sweet ;
Beneath the adoring angels' feet,
And in our hearts glad thoughts are born
Remembering that first Christmas morn.
When in a manger poor and low
Was born the Christ-child long ago,
And shepherds on the hills afar
Were told the tidings by a star.

Oh, ring, glad bells, ring loud and sweet,
The song that centuries shall repeat,
And angels sing on Christmas still
Of peace on earth, to men good will.

Oh, story by the ages told—
Oh, song that never will grow old—
O Saviour, born a cross to bear,
That we at least a crown might wear.
Let us our grateful tribute pay
Of love and gratitude today,
And worship Thee while angels sing
In praise of Him, our Lord, our King.

Oh, ring, glad bells, ring loud and sweet,
The song that centuries shall repeat,
And angels sing on Christmas still
Of peace on earth, to men good will.

Oh, Babe in Bethlehem's manger born,
What gladness filled that glorious morn,
When wise men came in holy quest
And found Thee on Thy mother's breast—
What joy was theirs to see Thy face,
As in that humble, heavenly place

They knelt before Thee, offering
Their homage to the newborn King !
Oh, ring, glad bells, ring loud and sweet
The song that centuries shall repeat,
And angels sing on Christmas still
Of peace on earth, to men good will.

The Mistletoe.

"Forth to the woods did merry men go,
To gather in the mistletoe."

In the far golden days, this beautiful parasite was regarded as a sacred plant. Whether because it was found oftenest upon the oak and the apple tree—trees which were regarded as sacred, particularly the oak—is not very clear, or perhaps because of its airy, mysterious origin. At all events, the gathering in of the mistletoe was hedged about with imposing form and ceremony.

Among the ancient Druids it was called all-heal, and the branches were cut with golden sickles or upright hatchets of brass, and carefully preserved in a white cloth. We read that in later times numbers of these hatchets have been found all over the British Isles.

The very name, mistletoe, suggests a world of enchantment in its lingering and musical syllables. What matter where it came from? The pictures and the memories that cluster about it are always the same, and ever new. Many a chapter of the "old, old story" is hung upon its graceful stems, and poetry and romance have long ago claimed it for their very own.

What matters whether we get the charming word from Icelandic *mistiltein*, meaning a slender staff, or from the Celtic *mwsogl*, signifying moss? It is to us just the mistletoe, lovely and mysterious, with its tender, greenish blossoms and its white, waxy berries.

As if to connect it with the more earthly plants, the berries contain seed—one each.

But, again, seeming to "scorn the sordid soil," the very birds are enticed into perpetuating its ethereal existence. They are said to be fond of the berries, which have a viscous quality that makes them adhere to the bills of the little creatures, until to be rid of the encumbrance they persistently strike them upon the barks of trees, and thereby plant the seed indefinitely.

Naturally the mistletoe would be prominent in mythology.

We read how Baldur, the northern god, was killed by an arrow made from this magic plant.

The story runs that his devoted mother, Frigga, exacted an oath from everything except the mistletoe, that they would never harm her son.

Loki, his enemy, knowing this, hastened away with a branch of mistletoe to the place where Baldur was amusing himself in sports with his friends.

Among the deities was one called Hod, who was blind.

He stood sadly apart, and the artful Loki, seeing him, asked why he was not shooting arrows like the rest. Hod replied that he had no arrows to shoot, and if he had, he could not see to shoot them. But Loki urged that he ought to try, in honor of the great Baldur, and, putting an arrow into his hands, made of the mistletoe, directed it himself with such precision that Baldur was pierced through the heart.

Aeneas would never have been admitted to the infernal regions, except through the mystic agency of the mistletoe, which is known to all readers of the classics as "the golden bough."

In a very ready way the mistletoe lends itself to superstition. The Austrians laid a branch at their bedroom doors, as a preventative against nightmare.

In the mountains of Switzerland it is believed that the mistletoe is guarded by a serpent. But if the serpent can be caught, the victor will acquire great treasure, as well as the power of rendering himself invisible. In our own day it is not regarded with the mysterious sanctity of old, but as the chief decoration of our Christmas festivities.

It is desirable, of course, to have as many berries as possible, for each berry represents a kiss from some fair damsel who is caught beneath its mystic bough.

A Delightful Night in 315.

I'll tell my tale and I'll sing my song,
I'll laud the right and denounce the wrong,
So reader, dear if you'll come along
And take this seat beside me,
We'll banquet grandly by the way,
We'll hear what others have to say,
I'll linger till the break of day,
No matter who'll deride me.

The night of October 12 last will always be a memorable one to the members of Div. 315. They gave a banquet to the Brothers and their wives in their rooms, and that same banquet "is the subject of my story." The room that on the commouest occasion could lay claim to beautiful adornment, on this evening was trimmed in a magnificent manner with flowers and bunting; and from the frescoed ceiling were suspended eight songbirds in their cages, which vied with the vocalists underneath them in their outbursts of melody. The first course of the banquet was served at 9:30, but the doors were open at 7. For the

entertainment of all, the melodiously toned piano, costing about \$700, and purchased by the ladies of Div. 315, who are not more than eighteen months organized, was kept discoursing music.

Mrs. Chas. E. Miller, the President, seated the guests. Eleven courses were served. The flowers were white carnations and pink, with this quotation from St. Clair:

May our Order like our chosen flower,
Shed beauty and fragrance through every hour.

In due time the substantial feast terminated, then came the "feast of reason and flow of soul."

The President called on Brother F. M. Williams, who was a charter member of the Division when it was organized over thirty years ago. His response was prompt. His reminiscences were highly interesting, and were listened to with profound attention. Ere closing, he recited the following original lines, and resumed his seat amid enthusiastic hand-clapping:

Tonight 'tis glorious to be here,
Amid our wives and kindred dear,
Enjoying gifts from those we love,
Who for this banquet nobly strove,
Who have our welfare most at heart,
And ever play a loving part,
As proof, behold this royal cheer!
Tonight 'tis joyful to be here.

October's tints are on the trees,
A touch of fall is in the breeze;
But here, beneath the electric lights,
We're feasting in sublime delights,
'Mid song and jest we chase the hours,
The notes of birds perfume of flowers,
Substantial feast, and smiles so dear,
Declare 'tis joyful to be here.

L. J. Boynton, the chief of the Division, was the next speaker. He waived aside all dignity to be the first speaker, by virtue of his office, to give the charter members the floor. His remarks occupied but five minutes or so, yet "brevity was the soul of wit" in his case as he went along, and was roundly applauded when he closed.

Moore's sweetest song, "Believe Me If All Those Endearing Young Charms," was then sweetly sung by Mrs. Wm. O'Hara, and the refrain was caught up by the assemblage and was a rare treat. That song will never grow old, so long as love lasts on this planet.

A ten minutes' talk was next given by Brother Cahill. It was interesting and instructive, and at its close Bro. W. A. McCarthy was called on.

"Ladies and Gentlemen," said "Justin," as he is endearingly called by his associates, in complimentary terms and willingness to give him a relation-

ship to his great namesake, "I am no speaker, as you all know; however, I am not altogether dead when it comes to chanting a few lines of a song, so if you keep silent and let myself and the birds—in the cage—have the floor, I'll give you a few staves flung together for tonight." He then began in a fine tenor voice:

'Tis really joyful to be here,
 Within this bower of beauty;
 Longaide our wives and sweethearts dear,
 Partaking of such splendid cheer,
 Tonight released from duty!

In sentimental song I raise
 My voice to thank our donors,
 They're worthy of our warmest praise,
 Dear guardians of our nights and days,
 These grand old girls, our owners!

If Paradise can equal this,
 We'll use our best endeavor
 To reach that home of perfect bliss,
 Whate'er betides or comes amiss,
 And there remain forever.

The song of Brother McCarthy had the effect of getting all the other Brothers up to respond, as their names were called, which number includes Michael Welch, another charter member, and everyone of them a practical thorough locomotive man, in active service and second to none in the land.

The evening's pleasures were now drawing to a close. Mrs. Miller and Mrs. Cole, the secretary, distributed cards containing the following verses, which were written by Miss Kathryn Rothrock for the occasion, to be sung by the whole assemblage, after which the memorable time came to a delightful close, with a "God send us about twelve such nights a year." Said the boys as they were going out of the room:

GOOD NIGHT.

Good night, good night, a kind good night,
 No longer can we stay
 Amid such scenes surpassing bright,
 'Tis near the dawning day.
 Our other duties call us hence,
 And thither must we go,
 From where we had such joy intense,
 In friendship's genial glow.

Good night, good night, again good night,
 The purple streamers soon
 From Orient skies, shall greet our sight,
 And dim the waning moon;
 Although we go where duty calls,
 This merry night shall live
 A guest, we hope, in memory's halls
 Your homage to receive.

Good night once more, a last good night,
 God speed our parting guests,
 May genial feelings of delight
 Pervade your kindly breasts;

And soon again, 'mid speech and song,
 And toothsome viands, too,
 We'll chase the gleesome hours along
 Dear kindred, here with you.

CAROLINE MAYBERRY.

A Week in the Hoosier State.

It was my good fortune in the middle of October to be the guest of our genial Grand Secretary Sister St. Clair, whose home is in Logansport. From the minute she greeted me at the station until I bade her good-bye a week later we had a real genuine good time. It happened to be the week in which Div. 845 held its meeting, and true to our principles we sallied forth to pay our respects to the Sisters of this Division. They gave us a cordial welcome and with the President Sister Louderback in the chair, the ritual work was smoothly done and the meeting one which we greatly enjoyed.

Refreshments were served and we bespeak for this young Division a bright future. Thursday we went over to Peru and witnessed the inspection of the Division. Sister Horning of Fort Wayne was the inspector.

It was a pleasure to witness the work done by this Division, under the guidance of the bright President Sister Bickle. Sister Mead, one of our organizers and a very capable one, is a member of this Division, and it was a pleasure to greet her in her own Division. After the meeting a splendid lunch was served in the hall, after which we retraced our steps back to Logansport.

Sister St. Clair informed me that a new Division was to be organized the following Saturday in Wabash, and that Sister Simms of Indianapolis was the organizer. You see St. Clair knows everything that takes place in the G. I. A., so I said, "Let's go over and surprise them."

She was willing and we arrived there in time to help them eat a splendid dinner, served in the hall by the Daughters of Liberty. Sixteen Sisters came over from Elkhart, and between us all, I guess this baby Division was pretty well started.

Sister Simms, the organizer, is conscientious in her work, and I never saw a Division start with better prospects. The ladies seemed so enthusiastic and the Brothers so ready to help them along.

I have been hugging myself ever since because I happened to get to Wabash in time.

Both Sister St. Clair and myself declared the day well spent and as we pulled into Logansport some time before midnight, we felt amply repaid for the visit and we cordially welcome Wabash Valley Div. 864 to our ranks.

The following week I had the pleasure of meeting with Div. 128, Indianapolis, upon the occasion of their inspection by Sister Sursa, of Howell, Ind. As Div. 128 has always been considered a "crack" Division, we expected great things of them, and we were not disappointed. Sister Sursa knows her business and does her work in a kindly way that makes everyone her friend. Her visits must be a benefit to any Division.

The president of Div. 128, Sister McKibben, is a lovable woman and one who seems to have a personal interest in all her members, and a kindly welcome for all visitors, thus making them feel at home in the Division room. The members of this Division must live "on the square," for I never saw Sisters, one and all, turn such square corners as they did.

At the close of the meeting the president in behalf of the Division presented Sister Sursa and myself with a souvenir of the occasion, which was appreciated I assure you.

The next thing we knew we were piloted to a restaurant where thirty-six of us sat down to a good chicken supper; from there we went to the theater and the evening was one of enjoyment.

The next morning Sister Goldstein took us around the city in her carriage, and we decided that Indianapolis was indeed a fair city. Sisters Kingery and Viquesney of Terre Haute were on hand to enjoy the inspection and Sister Simms entertained us all to dinner, after which we said good-bye to Sister Sursa who left for Louisville, Ky., to resume her work there.

While in the city I was the guest of Bro. John Williams and wife, who made my stay one of great pleasure.

Long will I remember these visits made to the Indiana Divisions. During the month of October I also visited Chilli-cothe Division in company with Sisters Zinn, Lambert, Haines and Colburn of Div. 52. We were entertained at the home of Sister Walters, president of Div. 12. We all passed an enjoyable afternoon in the Division room, and my surprise nearly overcame me when the president in behalf of the Division gave me a beautiful hand-painted vase. I prize it greatly as coming from the first Division I ever organized. And thus the work goes on; a new Division here, an old one there, each one doing its duty. Our members seem to be more enthusiastic as the years roll on and this begets confidence. We have so much to live for and the upholding of the principles of the twin organizations (as Brother Everett calls the B. of L. E. and G. I. A.) is one of our most sacred duties. As the holiday season is at hand, I wish one and all a "Merry Christmas." M. E. CASSELL.

"A MERRY CHRISTMAS" is the wish I send thee
from my heart,
A life all full of love, in which no sorrow finds a
part;
Or, if some pain fall to thy lot, love-guarded
though it be,
May He who came at this glad time then make it
bless'd to thee.

Study Club Program for December.

Roll Call—Christmas Quotations.
Russian System of Government.
Japanese System of Government.
Music.

Christmas Customs in Foreign Countries. Clubs to assign the work to different members. As Mrs. A.—England. Mrs. B.—Norway and Sweden, etc.

How many days formerly constituted the Christmas season?

Recitation or reading.

Current events for month of November. Any Magazine for November.

The Maidservant in England and America. September number of "The World Today."

A Merry Christmas and Happy New Year to all our Club Members. May the season's pleasures with few of its perplexities be yours. It is not the money value of the gifts you bestow, but the spirit that goes with them. Remember those whose lives are darkened by poverty and affliction. "Good Will to Man" is shown by acts of tender sympathy.

By consulting your encyclopedias you will find good articles upon Christmas. There is scarcely a poet of any note who has not made this season his theme. A book published by Frederick Stokes, "Saints and Festivals," is an excellent reference. Many others will suggest themselves to our students.

Now may we not hear from you all? Reports come in slowly. Another club is added to our circle. We welcome Augusta, Ga., G. I. A. S. C.

PROGRAM COMMITTEE.

Inspections.

The following inspections occurred in October: Div. 49, Concord, N. H., on the 11th; Div. 107, Hartford, Conn., on the 17th; Div. 177, New Haven, Conn., on the 18th; Div. 61, Springfield, Mass., on the 19th, and Div. 119, Rutland, Vt., on the 25th. Div. 49, the oldest New England Division, did its usual good work. President Young presided acceptably; few rituals were used and the floor work of Guide Whiting, Marshals Hall and Woods, and Buntin, as Marshal in installation, commendable. About one-third of the members were present.

It has been the custom of this Division to carry flowers to the cemeteries for the graves of deceased Sisters of Div. 49 and Brothers of Div. 335. We noted in the report of the chairman that 97 bouquets had been so disposed of this summer. At the close of the meeting ice-cream and cake were served by a committee.

At Hartford, Conn., I was met by the chairman of the committee, Sister Giddings, Div. 107's delegate at Los Angeles, then a resident of Pasadena, and with whom at that time I passed a few pleasant days. Secretary Osmond and Insurance Secretary Smith greeted me at the home of Sister Barnes where I was entertained. An all-day session was held, giving some time for practice, which I find necessary and think advisable in small Divisions where irregular attendance hinders up-to-date work. Secretary of Div. 61, Springfield, Mass., was a visitor and rendered much appreciated assistance in the exemplification. A happy party of fourteen, including Sister Sterner, of Div. 61, dined out. President Hyde and about half the members were present acquitting themselves creditably, Sister Giddings acting as marshal in installation. This Division has an excellent guide, but feels the loss of a musician. A night was passed with Sister Sterner when a call from Mrs. Howard, a former member of Div. 107, was enjoyed, and she accompanied me to take the train for New Haven.

President Ralph, Secretary Tracey and two non-president members were there to meet me. Vice-President Sister Minor entertained. There was a large attendance and the work was finely done. Very noticeable the excellent work of Guide Bennett, so familiar in this office, and Marshal Thayer in installation. President Ralph, in behalf of Div. 177, presented a beautiful Royal Worcester vase. Twenty-one took dinner at the Davenport, where we were pleased to have Brother Minor one of the party. The majority adjourned to Sister Minor's home, where I joined them after a call upon Sister McNeil, of Div. 351, and Insurance Secretary Witherell's home. We regretted her absence from home. Sister Mailey accompanied me. Ice-cream and fancy wafers were passed and a jolly party enjoyed the hostess' hospitality. By our absence we lost a part of the entertainment which furnished so much amusement.

Brother Minor and President Ralph saw me off for Springfield the following day. Secretary Smith was right there, soon joined by President Stickney. We dined together, then repaired to the hall to meet Div. 61. We have always had fine work in this Division and this was no exception. President Stickney, officers and members share alike merited congratulations on their appearance. There was real initiation. Sister Dennis always gives them the best music. Guide Harris is pleasing and graceful. Past-President Flagg is one of the few who conducts the entire form of installation without a ritual. Sister Sawyer, absent for the first time in our visits, was detained by accident. Secretary Smith took her part as marshal in installation very creditably without previous practice. The work of Star and Crescent, Sister Meade, perfect. Beautiful chrysanthemums and red carnations were given me (which were quite fresh two weeks after), and while at supper in an adjacent room President Stickney, in behalf of individual members, presented a box containing seven fine linen handkerchiefs. President Stickney's daughter kindly assisted in preparing and serving supper. We

called upon Sister Nelson whose sorrow is so great, her daughter Grace being the victim of a trolley accident in September, and Sister Chapin an invalid for years, but whose interest in and devotion to the G. I. A. is as ardent as ever. She always thinks and speaks of "meeting day," and longs to be there.

The night was passed with President Stickney and I left early next morning for Rutland, Vt., where President Sullivan and Vice-President McIntyre met and escorted me to the hall, when a meeting was called for practice. Treasurer Bashan entertained. Sister Sullivan, of Div. 272, Jamaica, N. Y., was present. In the evening a delightful reception was given the B. of L. E. and their families. Officers of Div. 119 assisted in receiving, Guide and Sentinel acting as ushers. Among those from out of town were Brother and Sister Brown and daughter, of Green Island, N. Y. Refreshments were served by a caterer, and excellent music was furnished for concert and dancing. The inspection was well attended, the Division only numbering eighteen, but we were pleased to meet some new ones, and glad to learn of prospective applicants, for with sufficient members the work of Div. 119 would average with the best. A very large percentage are insured, twelve members carrying seventeen policies. A beautiful venetian glass dish was presented.

On Sunday C. E. of Div. 347, Brother Sullivan, and wife, President of Div. 119, Secretary Mahoney, Sister Hastings, Guide Thompson, husband and daughter, called.

Rutland was the home of our late Sister Salmons and the B. of L. E. and G. I. A. expressed their sympathy to our bereaved Brother in many ways by floral tributes and accompanying the remains to Cullingsville. We called upon Mrs. Young (Mrs. Salmons' mother), but she was absent from home.

Monday morning I left for home after a week's absence in this work of inspection. President Sullivan, Vice-President McIntire, Treasurer Bashan, Sisters Hastings and Starks seeing me aboard the train. And to Sister Sullivan, who provided fruit for lunch, each and all who contributed to my comfort and pleasure during the week, I would express thanks and appreciation.

MARY L. COOK.

On October 17, Sister Sproule, G. O., accompanied by Sisters Bouskill and Johnston, left Toronto for London to inspect Div. 131, were met by Sisters Clark and Adams, taken to Sister Clark's house for lunch. After partaking of the good things provided by Sister Clark we proceeded to the Division room, twenty-one Sisters being present. The work was gone through and duly inspected, and afterwards Sister Mains presented Sister Sproule with a souvenir spoon, and Sister Bouskill a souvenir flag. In the evening we were escorted to an excellent concert by Brother and Sister Clark. Wednesday a. m. we rose early to take the train for St. Thomas and through the kindness of Sister Lowe passes were procured over the Pere Marquette Railway to St. Thomas. Notwithstanding the pouring rain twenty-one Sisters of 131

courageously turned out to take advantage of the said passes. We were met by Sisters Miller and Nesbitt and taken to a restaurant for luncheon. After the hurry and bustle of getting away so early in the morning were in excellent humor for the appetizing things provided, and they disappeared as if by magic. The said luncheon was provided by the ladies at that time. Now, Sisters, I will say right here that they cannot be beaten for kindness and hospitality. We then sallied to the B. of L. E. hall, there meeting fifty-seven ladies waiting to be organized. With fifty-seven resident ladies twenty-one from 131 and three from 161, also a few busy Brothers greetings were numerous and hearty indeed.

At 3 o'clock the meeting was called to order by the Grand Organizer. From the platform to look upon the eighty-five eager and expectant faces was a most interesting sight, especially to one who is used to seeing at the most twenty, and I did so wish for a camera to take a snapshot of them, but the time was too short. Division 352 starts out with the brightest of prospects, fifty-seven charter members and Sisters energetic enough to say before long would have one hundred, which certainly is the banner Division in Canada. As Sister Sproule said in her address it was the largest Division she had the pleasure of organizing. They also have many youthful and talented Sisters, a good hall, helpful Brothers, and I am sure will get along splendidly. In fact, can get up concerts and "at homes" of the very best right in their own Division, and may prosperity attend them. The concert in the evening was largely attended, Brother McAndrews presiding in a most genial and most courteous manner. A number of Brothers were called upon for speeches, and responded in an able manner. In fact, I think some of them had taken lessons, they were so complimentary, one in particular said he had to take his soup off the corner of the kitchen table in order to get to the concert in time (he got there), and everything passed off successfully, everybody enjoying himself, before the close of the program. Brother McAndrews gave the new Sisters some good advice and useful hints which I am sure will be helpful.

Yours, etc., CELIA.

On October 5th I inspected Div. 104, Los Angeles, Cal. The ladies assembled at their hall of meeting; the President, Sister Norton, was in the chair. The forenoon was devoted to ritualistic work. The ladies seemed glad to welcome the Inspector back again, this being the second appointment for that city. At 1 o'clock they all assembled at the hotel for dinner, which was a credit to the landlord, and all did justice to such a bountiful repast. At 2 o'clock we again met at the hall, it being regular meeting day. The members are very deserving for their good work.

I wish to thank Brother and Sister Norton for their hospitality in entertaining me in their lovely home while in the city.

The following Thursday I inspected Div. 243, San Bernardino, the Sisters of Los Angeles joining me, and Sisters from Needles and Kern City

Divisions, and we held an all day session, the day concluding with a reception at the home of Brother and Sister W. R. McNeil's in honor of the inspecting officer. A number of the visiting Sisters from Los Angeles also attended.

The work of inspection occupied the entire day. They adjourned for lunch at noon, the luncheon being an elaborate six-course affair served at the Stewart. The guests were all seated at one table, which was beautifully decorated with pink carnations, the emblem of the order. Two new members were received, Mr. R. J. Milligus of that city, and Mrs. Thayer of Barstow.

The next day the three Divisions spent the day at Harlem Spring. A fine lunch was served in the pavilion, the New York Kitchen catering.

While in that city the Inspector was entertained at the home of Sister Warboy, and she certainly knows how to make a Sister feel at home.

Both Divisions have done good work and lots of charity, and I hope in the future inspectors may have as much pleasure in the good work when appointed by the Grand President.

Yours in F. L. & P.

MRS. KATE FORD, G. I. A. Inspector.

As there has been nothing said about Lorain Div. 333 being inspected must tell the Sisters how nicely they did their work, they being a new Division, and having never sent a delegate must say that they are up-to-date in their work.

On the 25th of July they gave a picnic at the lake, and Sisters, if you could have seen the amount they had to eat, and the number of ladies and their husbands and families that turned out to that picnic it would surely have encouraged you to go right home and talk picnic. Mr. Howard and myself were entertained at the home of Brother and Sister Dike.

Next was the inspection of Div. 2, at Grafton, W. Va., on October 11, and to say that Brother and Sister Swisher are fine entertainers is putting it very mildly. Sister Huffman, of Div. 41, was with me and can say, as well as myself, what a nice dinner and supper Brother Swisher can get while his wife and ourselves were out sight-seeing; now if any Brothers or Sisters doubt this just go down and stop with them. Yes, really, Sisters, there are some men that can cook and entertain as nicely as the women.

Then came Div. 117, at Cumberland, Md. We were met at the train by Sister Arnold, that dear good Sister, who is the soul of hospitality. There we got a good night's sleep, and as it had been planned for an all day meeting on the 13th, it seemed that all the Sisters tried to be there that day. And if you had seen the way they flew around getting a nice warm dinner, the table fairly groaned under so much to eat, everything you could think of, even ice-cream and the loveliest home-made cake, after all that dinner. My, I wish I had some of it now. Then the work of the afternoon began. After it was over the President stepped forward and presented Sister Howard with a nice centerpiece of hand-made work, which she would not part with, as it is very much

appreciated by her, then in the evening we attended the theater.

On the 16th came the inspection at Martinsburg, W. Va. We were met at the train by several of the Sisters and escorted to the hotel. The next day they took us to gather chestnuts, which we all enjoyed, and after the meeting of the next afternoon the ladies met at the home of Sister Dawson, where a most enjoyable evening was spent. The tables looked lovely with beautiful bouquets, and ice-cream and cake was served.

Now, Sisters, I'll have to tell you something—it would just do you good to hear Sister Dawson play the violin. We hope to see her and as many of the other Sisters of Div. 111 that can come to Newark some time.

On the 18th Div. 110, at Baltimore, Md., was inspected, and they have a real nice division. After the work of the day was over ice-cream and cake were served in the hall. We were entertained at the home of Brother and Sister Hall, and it seemed as though Sister Hall could not do enough for us. After supper some of the Sisters came by and we were entertained at the theater. The next day Sister Hall and her sister took us all day to different points of interest in and about the city, also to Johns Hopkins Hospital, where there was one of the Sisters from Grafton, W. Va., and although we were all strangers how glad she was to see us, and we sincerely hope the Sister is at present able to be again at home with her loved ones. Sister Hall, we want to come again.

On the 20th came the inspection of Div. 172. There was quite a number of ladies present. After the meeting about 6:30 p. m., ice-cream and cake were served down stairs in their banquet room.

On the 25th Div. 88, at Albany, N. Y., was inspected. Was met at the train by Sister Vedder and Sister Peek and taken to the home of Brother and Sister Yater; after dinner we went to the Division room where the work was well done. Here too, the Sisters made an extra effort for one to enjoy themselves. The same evening we attended an Eastern Star musical.

The next morning Sister Vedder came by and we took the trolley for Schenectady, where we would like to have met with the Sisters but had not the time. That afternoon the ladies all met at the home of Sister Yater where euchre was played until supper was announced. Just as we were about to be seated Brother Yater, in a few well chosen words, presented the Inspector, Sister Howard, with a lovely bouquet of pink carnations, the flower of the order. And, of course, as she could not hold them and eat supper too it was a scramble between Brother Yater and Sister Lawrence which would get to wear them, Brother Yater coming out victorious. You can just imagine you see him strutting around with that immense bouquet on, and just have a good laugh yourself.

Will have to say in closing that the Sisters of Albany Div. 88 are a nice lot of ladies, congenial and pleasant with one another, and we hope to meet with them some time again.

MRS. F. M. HOWARD, Inspector.

Division News.

ONE of the most successful, delightful and social events in the history of the different Divisions took place at the Chickies Park, August 10, 1905, when Chickies Rock Div., 326, G. I. A., gave a picnic in honor of her first anniversary. The Division was organized August 9, 1904, with a membership of 21, by the Grand Organizer, Sister Smith, of Philadelphia, assisted by a corps of efficient ladies. The officers who were elected at that time were unanimously re-elected in December.

We have passed a very successful and happy year and have added member after member until now we have a membership of 46. Not many differences have occurred to disturb our serenity. Sister Heim still "seats the Division" when the occasion demands it; she, I must add, has been very faithful, not having been absent from one meeting, always at her post to do her duty.

Sister Worrell's "spice box" has not been used very often, just enough to keep the Division well seasoned. Sister Seiple is still our calm and smiling Chaplain. Sister Shenk still relates her fairy tales. Sister Bennett still gets chased around very lively no matter how black she looks about it. Our Sentinel, Sister Quinn, is very faithful, allowing no intruders to interrupt our work. Our Vice-President, Sister Armstrong, growls occasionally in her far-away chair; she too has been very faithful, always present at every meeting of the Division. And, last but not least by any means, I mention our beloved President, Sister Dennell. To her we owe our success, for, as I have said before, she is one of the most lively, wide awake and energetic Presidents that ever a Division was blessed with. The members all love and esteem her highly.

So much for the officers. Now to the picnic. My pen is inadequate to describe it. Such a jolly crowd of men (members of the B. of L. E.), women (their Auxiliary 326), and children. The dear little children.

"Ah, what would the world be to us,
If the children were no more?
We should dread the desert behind us,
Worse than the dark before.
What the leaves are to the forest,
With light and air for food,
Ere their sweet and tender juices
Have been hardened into wood.
That to the world are children;
Through them it feels the glow
Of a brighter and sunnier climate
Than reaches the trunks below."

Such a hungry set of Brothers! They wanted to begin to eat as soon as we reached the park, but Sister Armstrong looked so stern and determined, they finally calmed down and waited in hungry impatience for the feast to begin. To amuse themselves in the meanwhile, some played ball, others took walks and others consoled themselves with cigars and conversation. At 12 o'clock sharp dinner was announced and as all were seated around the tables filled with all the deli-

cattessen of the "Good Old Summer Time," Sister Dennell ordered silence. Instantly there was a great calm. She then in behalf of the members of Chickies Div., 326, presented a gold recognition pin to the Secretary in appreciation of her services. To say that the Secretary was surprised poorly expresses her feelings. She was speechless and could not even thank the dear Sisters for their kindness; not for the intrinsic value of the pin, but for the love and sisterly feeling which prompted it. She hopes to always be faithful and merit their favor and good will. That little intermission made the appetites keener, and all did ample justice to the bountiful feast spread before them. After dinner the G. I. A. entertained their guests with samples of their marches, choosing the most intricate ones, which were so loudly applauded they had to be repeated over and over again. Dancing and games of all kinds were then indulged in, the old-fashioned "Bingo" being the most popular.

Photos were then taken of the G. I. A., members of the B. of L. E. and of the table as it was prepared for supper. Eighty-eight persons were seated at the first and about sixty at the second table. I must add here that Sisters Bosler and Worrell are our champion cake bakers. After supper we had marching and dancing, the Brothers trying to rival the Sisters, but they could not, they were not "in it." Then as the

"Summer's sun was sinking low,
Only the treetops redden and glow;
Only the weathercock on the spire
Of the neighboring church is a flame of fire;
All is shadow below.

"O, beautiful, awful summer day,
What hast thou given, what taken away?
Life and death, and love and hate,
Homes made happy or desolate,
Hearts made sad or gay.

"On the road of life one milestone more!
In the book of life one leaf turned o'er!
Like a red seal in the setting sun
On the good and the evil men have done,
Naught can this day restore!"

We all arrived home safely, deciding we had the most enjoyable picnic of the summer.

SEC., 326.

FIDELITY DIV., 32, Conneaut, O., extended a most cordial invitation to Ingraham Div., 62, of Collinwood, O., and Welcome Div., 147, of Ashtabula, O., Thursday, Oct. 5, which was duly accepted. Twenty-three Collinwood and eighteen Ashtabula Sisters helped to make this event a well remembered one. At 12 o'clock a most tempting luncheon was served in the Division room. Meeting was called to order at 2 p. m. by President Belding. Eighty-one members were in attendance, counting the visiting Sisters. Two candidates were initiated into the mysteries of the Division. Fancy drills were given and great credit is due the captain for the fine work put on the floor.

Meeting adjourned and the visitors were escorted to the "W. R. C." rooms, where an elegant

dinner awaited us, all doing ample justice to the repast. After dinner we were again conducted to the Division room, where all were invited to a pleasant game of cards. About 8:30 p. m. ice-cream and cake were served. Thus ended our grand day's remembrance in our minds never to be forgotten. Many thanks are extended from Ingraham and Welcome Divisions to Fidelity Division for their untiring cordiality extended to us on this day, also to President Belding and her Division for their grand hospitality.

MRS. GEO. F. DAVIS, Div. 62.

GENEROSITY DIV., 37, Little Rock, Ark., comes again for admission to our circle. Our Auxiliary has been having some pleasant socials as well as some sorrowful duties to perform.

In April a successful surprise or housewarming was given on Sister Klein who had recently moved into a pretty new home. Several Brothers with their families and friends were present; all enjoyed a most delightful evening. Splendid music was rendered by the sons and daughters of Sisters Schimelpfenig, Stansberry and Leopard; cake and ice-cream were served.

The first day of May being adopted by Div. 182, B. of L. E. as their annual decoration day they notified our Division and asked that we join them. On that afternoon quite a number of Brothers and Sisters visited Oakland cemetery, taking with them a large quantity of beautiful roses to decorate the graves of our deceased Brothers and Sisters.

On June the 8th a very enjoyable donkey and ice-cream party was held at the home of Sister Terry. Sister Calhoun had the donkey (minus the tail) ready when we arrived. Each one with a handkerchief over their eyes marched to the donkey to pin his tail on in the proper place, which caused a great deal of fun. Prizes were given to the one pinning the tail nearest the right place. Our President won the ladies' prize, a beautiful vase.

Splendid music was rendered during the evening, also cream and cake were served, from which we realized a neat little sum. Many thanks to Sister Terry.

On June the 20th the Sisters planned another surprise, this time on Sister Mangel who was soon to leave for her new home in Carthage, Mo. Dear Sister Mangel was so completely surprised she could not speak for several minutes, her parlor carpet was up and some things packed. She was very still about her packing, thinking she would be off before we knew it, but we were on the lookout. After two of the Sister did some cakewalking, Sister Mangel was allowed to exchange her dressing sacque. She then invited us over to her daughter's next door to spend the rest of the evening. After refreshments were served, another surprise was in store when our President in behalf of our Division presented Sister Mangel with a beautiful handbag as a small token of our love and esteem for her. Sister Mangel thanked us for our token of love to her. We were sorry to have her leave us and wish her every blessing in her new home.

On August the 30th we gave another one of our

delightful boat excursions on the Arkansas river. It was a grand success socially and financially, clearing \$132.. We wish to thank the Brothers of Div. 182 for their kind assistance. About 250 people were aboard. The music was fine. Every one enjoyed sailing down the Arkansas river, even the ladies who did the serving, especially the cashier who stole a few minutes off to spin around the dancing hall with Sister Seymour.

With best wishes to all Sisters,
LITTLE ROCK.

MANILA DIV., Brooklyn, N. Y., has not been idle this past year although the JOURNAL readers may think so, but the truth of the matter is, the correspondent who has been doing duty in the past has hoped against hope that someone else would take her place; as no one seems inclined to do so, and as our President has requested me to write something, there is nothing left for me to do but fall in line and obey. It is hard to know where to begin. We have had good, successful and instructive meetings most of the year. Our Division numbers seventy now, and at our next meeting we hope to have another member. The President was fortunate in the choice of a chairman for the entertainment committee this year, and she is making us hustle most of the time I can tell you. First, if I remember correctly, she had us get ready for an apron and fancy sale. The articles came in in goodly numbers and were soon, for the most part, disposed of, adding to our treasury quite a little sum. We had just got nicely over that when we had to get ready for a euchre party. We went at it heartily and had a large congenial gathering. The prizes were many and varied. Prizes were also awarded the non-players, thus making it doubly interesting. After the game tables and chairs were removed and dancing was indulged in for a while.

During the summer an outing was planned for Coney Island, and as the attractions there are many one could not help having a good time. Our anniversary comes on Labor Day, but as we have been celebrating that occasion with a theater party two years, thought September most too warm for that kind of amusement, and consequently have postponed the anniversary until October. We did the same this year; saw the Charity Ball, were received by the actors and actresses, and then proceeded to a nearby hotel where, amid laughter and gaiety, we had a fine dinner. How many courses we had I do not remember, but do know they were all good, and I imagine if they all felt as I did they must have been "too full for utterance." Our chairman has now a very handsome gilt clock for which we are selling chances at 5 cents each. We expect to be inspected at our last meeting in November. Of course you all know how we feel. Our hope is that we will come through with flying colors. I know all Divisions hope the same, so you will not think we have any better opinion of ourselves than any other Division. We are to raffle off our clock that evening and hope to have a real jolly social time.

We are to surprise one of our members tonight and no doubt will get a good deal of enjoyment

out of that. Perhaps our next scribe will tell you of that. Hoping this will reach headquarters in time for the next publication will wish each and everyone a very Merry Christmas and a bright and prosperous New Year. Yours in F. I. & P.

ALICE R. BROWN.

G. W. STEVENS Div. 124, of Hinton, W. Va., wishes to call attention to the fact that her silence has not been caused by any deadening of activity but that she is very much alive indeed, and we are steadily increasing in numbers while the interest in all Division work keeps pace with the growth in membership. We have instituted a social hour at the close of the first meeting of each month, which is a deservedly popular feature and might be followed by other busy Divisions whose members have not as much time as desirable for social intercourse. There are twelve committees of three members each appointed so that no Sister is required to help serve more than once a year. Each month the committee assigned furnishes and serves light refreshments, cream and cake being especially popular, and as we have our own cups, saucers, glasses, etc., it is a light and pleasant task to wait upon the merry assembly, and I am sure this hour of pleasant chat over the dainty refreshments helps wonderfully to cement the fraternal and kindly affection without which our Order is but a formal sham.

Besides the monthly social we indulged in two picnics this summer. The first given in honor of our popular visiting Brother and Sister John Culling, of Bluefield, was held at Riverside Park in August, and was voted by all a huge success from the swimming lessons to the bounteous supper, although the aforesaid swimming lessons were a source of much anxiety to one Brother's pretty little daughter.

The second picnic was participated in by the Auxiliary alone, and was partly a visit to an out-of-town Sister, who is too far away to meet with us often, but all who went reported it a pleasant outing.

We have bought a nice piano for the Division room, which adds so much to the ease and pleasure of our floor work. Sister Johnson's visit of inspection has given us so much enthusiasm and been so inspiring that we are trying to drill as near to perfection as we can in all of our beautiful ritual work.

To Sister Johnson's visit we can hardly do justice, for we feel that our pleasure in her instruction was equalled only by the knowledge imparted. And so kindly and gracious were her corrections that we forgot to blush for our errors in the drills given.

Sister Charles Hayes entertained Sister Johnson while here, but she was not allowed to monopolize her, for a social Thursday and Friday evenings gave all the Sisterhood a chance to participate, and we wound up the three days' work by an oyster supper at the Union Restaurant, which was served in very nice style to a large and jolly party at 9 o'clock Saturday evening.

We shall always look forward to inspection as a

pleasant feature while Sister Johnson is our Inspector, and are resolved to keep on in our efforts for advancement till we attain such familiarity with our work that we will not dread even the most rigid inspection.

SECRETARY 124.

It has been a long time since you all have heard from Div. 2, but I will say we are still in existence and doing as well as expected. Our attendance is not very good, but outside of this one fault we are getting along fine.

On the 11th of October our Division was inspected by Mrs. Frank Howard, of Newark, O., and I think you will find her report for us very good. We also enjoyed along with Mrs. Howard's visit that of Mrs. Lizzie Huffman, of Cambridge, O. She being a close friend of Mrs. Howard, accompanied her on her inspection tour. They stopped with Mrs. G. H. Swisher, President of Division, while in Grafton, and the Division enjoyed the ladies' visit very much and hope they may come to see us all some time again.

PRESIDENT OF DIV. 2.

MARVIN HUGHITT DIV., 74, Boone, Ia., decided to pay her indebtedness and at the same time make some new acquaintances so she issued invitations to six neighboring Divisions, namely: Belle Division, of Belle Plaine, Ia.; Mrs. Robt. Quayle, Clinton, Ia.; Mercy Division, Cedar Rapids, Ia.; Marechal Neil Division, Marshalltown, Ia.; Protection Division, Des Moines, Ia.; C. S. Vanderberg, Valley Junction, Ia. Also an invitation to our Grand President to meet with us October 20th, that being our regular meeting day. A goodly number responded from all the Divisions except Mercy Division, from which was sent a letter of regret. Sister Murdock was not able to be with us on account of another engagement, but wrote us a very sisterly letter which was read at the meeting.

The guests were conducted from the trains to our Division rooms. A cateress and her maids were hired for the day. Dinner was served at noon in our dining room. Meeting was called at 2:30. It was a very pretty sight to see the six Presidents and Grand Organizer and Inspectress, Sister McBride, of Valley Junction, seated on the rostrum and a double row of Sisters around the room, there being eighty-four in all. The officers were greatly cheered on their drill. They were all dressed in white. Our inspector tells us she never saw the balloting march done nicer by any Division. An early supper was served the Sisters from the south, who took their train at 5:20. The rest were served at 6:30. The evening was spent in a social way, the Sisters dancing the Virginia reel and Old Dan Tucker. A handkerchief was tied on the arm of some of the Sisters which transformed them into men, for when the dancing began we missed the sterner sex. The Sisters for the east departed at 10:10. The visiting Sisters all claimed they had had an enjoyable day and the members of 74 were more than pleased to entertain them. We were inspected Oct. 10.

CORRESPONDENT.

It was with joyous hearts that 16 ladies, members of Supreme Div. 344, G. I. A. to the B. of L. E., and 8 Brothers of J. T. Harahan Div. 602, B. of L. E., boarded the train for Chicago, Ill., Oct. 18, in response to an invitation from the ladies of Mrs. W. H. Willis Div. 5, of Burnside, to come and repay them a visit. Although the weather was very disagreeable, it having rained all night, and was still raining very hard when we left. Still we were all very brave, and not even a hard downpour of rain could keep us home. We arrived in Burnside at 10:40 a. m., being met at the depot by a committee composed of ladies from Div. 5, and several Brothers of Div. 10. They took us to their Division room where a most delicious lunch was served, and I am sure we all did it justice, being nearly famished after our long ride. At 2 p. m. we were called to order by the President, Sister Meldreim, of Div. 5, and we spent a very profitable afternoon, as the ladies of Div. 5 are very well drilled in their ritualistic work, and the ladies of Div. 344 were greatly benefited by the excellent manner in which the Sisters of Div. 5 exemplified the work.

In the evening we all met at the depot and took the cars to 66th street, where an elaborate reception was held at the beautiful home of Brother and Sister Sampsell. The ladies all looked lovely in their dainty evening gowns, and the Brothers, bless their dear hearts, looked most charming, all attired in regulation evening attire. Railroading was entirely forgotten, for once at least, and everyone enjoyed the evening immensely. During the evening Sister Davis treated the visitors with some excellent vocal selections, also to several instrumental duets, accompanied by her charming daughter. Miss Miller also charmed the visitors by her excellent playing. Brother and Sister Sampsell have a most beautiful home, and proved themselves a charming host and hostess. At a late hour we separated to spend the night as guests at the homes of the different ladies appointed by the committee to entertain us, and to meet again the following morning at 10 o'clock to take the cars to the city, where we were all to meet at Rothschild's at 12 o'clock for lunch. Precisely at 12 o'clock we sat down to an elaborate lunch to the number of 42. During lunch hour an orchestra of 10 pieces discoursed sweetest music, which we all enjoyed very much. When all had satisfied themselves we took our departure for the Olympic Theater, where seats had been engaged for the crowd. As we all sat together we enjoyed the entertainment immensely. When the last number was on we started for the depot, where we spent a half hour or more in handshaking and bidding good byes to our friends, and trying to express our thanks to the ladies of Div. 5, and also to the Brothers for the excellent way in which we were entertained while in their midst. Words cannot express our appreciation of their kindness, and we hope in time to be able to repay them. At 6:20 p. m. we boarded the train for "Home, Sweet Home," where we arrived at 9:45 p. m., all very tired but feeling we had been well repaid for our trip.

M. H.

The following are a few notes in regard to the charity bazaar held Oct. 19, 20 and 21, by Div. 29, Terre Haute, Ind. The work was divided among the following committees: Arrangement and advertising, supper, fancy work, apron, ice-cream, candy, domestic, fishing pond, doll booth, soliciting committee. The general committee was composed of the President, Secretary and Treasurer, Sisters Kingery, Viqueaney and Shea. The Brothers of Div. 25 assisted the ladies in arranging and decorating, and did not forget that supper would be served, also reminded their firemen and friends of the fact. The proceeds amounted to \$151.75, of which \$50 was voted to local charities as follows: Twenty-five dollars to Home for Friendless and \$25 to Day Nursery. The balance of proceeds will go to Division treasury, from which such appeals for charity or needs will be responded to as may come before the Division in their own order work.

Div. 29 has a membership of 58; of which 15 are out of the city; 10 have been taken into the order this year by initiation. We are nearing the close of a very prosperous year, both financially and in the interest manifested in the work, and it is the desire of the officers that these conditions may continue.

W. H. K.

AGAIN the Sisters of W. D. Robinson Div., 349, G. I. A. to the B. of L. E., at Washington, Ind., have distinguished themselves in a truly sisterly manner. "Actions speak louder than words." One of the most enthusiastic of their members, one who had spared neither time nor expense to make this little band just what it is—a grand success—is Sister Stump. She held the position of collector of insurance in Div. 349. A railroad man's wife's position is invariably one which is not certain where her abiding place may be for any length of time. So with dear Sister Stump. Her liege lord having located at Danville, Ill., Mrs. Stump has, much to the sorrow of the G. I. A. Sisters and a host of other friends, left this city for Danville. On Saturday afternoon, the 28th of October, the Division ladies determined to present Mrs. Stump with a remembrance of their friendship. A luncheon was given at the beautiful home of Brother and Sister Haag, where all the members of 349 met. Sister Waggoner was selected to make a presentation speech, and in a well modulated tone she addressed Sister Stump. The words and the manner of denunciation affected those present alternately to smiles and tears. In conclusion she presented Sister Stump with an elegant and costly souvenir spoon. Like the majority of the recipients of surprises Sister Stump was so overcome that she was not able to reply as her heart dictated, but those present understood her appreciation of their gift. Sister Stump has the best wishes of all her friends as she leaves for her new home. An elegant luncheon was then partaken of, after which games and other amusements which called for prizes were participated in. The first prize for the best cakewalk was won by Sister Hugh Sullivan, who certainly deserved the compliment as the gymnastics she performed were amazing. The prize consisted of a pair of

Maltese kittens. No other gift could have pleased Sister Sullivan half so well. Brother and Mrs. Sullivan spent three days creating a worthy receptacle for the repose of the pets, and then found the kits had grown so rapidly the basket was too small. I can testify that they (the kits I mean) are handsome, for I saw them myself. I expect the *kits* will be unusually big *kats* before I venture to see them again.

I made a very pleasant call on Brother and Sister Guth at their handsome residence a few days ago for the special purpose of seeing Mrs. Guth's lovely Mt. Mellick centerpiece. Space will not allow me (neither will my ability) to describe the beauty of this dear Sister's work, so I will refrain from any attempt.

Bro. By. Robinson and his estimable wife, President of G. I. A. 349, had for visitors a few weeks ago Mr. and Mrs. AL Snyder, of St. Louis. Mr. Snyder is a half brother of Mr. Robinson's, and by the way each and all dear and respected friends of the writer and family for over 25 years. How it makes the heart throb with joy to find that we are remembered by old friends after (in Mr. Snyder's case) an absence of 25 years. Faithful friends are hard to find; must be a back number, for my experience has been faithful friends are numerous.

On opening the cover of the *B. R. T. Journal* for November the smiling countenance of Engineer H. Baldwin, of Mt. Carmel, Ill., was the first object I gazed on. During the past 20 years so many of our dear railway boys have gone to the Great Beyond. I can recall so many whose smiling faces have looked up into mine, whose warm hand-clasp methinks I can feel again as I write, whose words of greeting, hearty and earnest, as no other boys on earth can exceed. They are gone but not forgotten. In memory I retain a fond vision of those departed whose last run has been made, whose last report has been sent in, and who I feel certain will welcome me on the other shore.

Now, dear Sister Cassell, some time I may have the pleasure of taking you to visit the lovely homes of all the dear Sisters of 349, and then you will not be surprised at the pride I take in writing of them.

MRS. HENRY B. JONES.

SYRACUSE Div. 292 is a prosperous one, and is constantly increasing its membership and have many pleasant gatherings. Early in the year the Sisters, accompanied by their husbands, surprised our Past President, Sister Bosley, at her home, after partaking of the bountiful supper prepared by the Sisters, our President, Sister Heiser, in behalf of the Sisters presented Sister Bosley with a beautiful cut glass fruit bowl.

March 21 we banqueted at the home of Sister W. Martin, it being our second anniversary. We were pleased to have as our guests Sisters Bailey, Grand Treasurer, who organized Div. 292, and Sister Tunkey, both of Buffalo, N. Y. All present enjoyed the music dispensed by the orchestra throughout the evening. Sister Bailey met with us again Sept. 26, for the purpose of inspecting our Division. The hall was prettily decorated with palms, smilax, carnations, roses and dahlias.

After the business of the day was over all adjourned to the St. Cloud Hotel, where a fine dinner was served.

COR. SEC.

WHAT 236 has been doing in the past few months. Our President, Sister Daniels, has proved a very competent person for that highest office, as our Division is in a most prosperous condition. As to increase in membership and financially, we have had several card parties and one lawn social, which have been a success in every sense of the word. This summer our President suggested we have ice-cream and cake. It has added to the pleasure of the meetings and increased the attendance during the summer months. A short time ago Div. 404, B. of L. E., and 236 gave a banquet to the new Div. 68g. The tables were beautifully decorated with flowers, and the supper that was served reflected a great deal of credit to those who so willingly prepared it.

We had our inspection Sept. 28. Our Inspector, Sister Balz, is the right woman in the right place; it was a pleasure to have her with us, she making us feel as though she was one of our own members. After the meeting we adjourned to the banquet hall, where a supper was served by three of the Sisters.

A MEMBER.

THE Sisters of Div. 96, of Chicago, Ill., decided to change their ways and means to replenish their treasury by some other attraction than the much worn social, the afternoon pink, green or black tea if you please, or the evening ball or party. We, after considerable coaxing and hesitating, thinking some of us too shy, and maybe some too bold, some of us too tiny, but not one of us too old to try our ability to play, "not in our own back yards" but upon the stage before the people. So under the very able instruction of our Sister, Musician Latshan, we presented "The Spinster's Return." There were on the stage 29 Sisters and their friends that so kindly helped us.

We repeated the play the second night by request; it was indeed a success in every way possible, social and financial, and filled our treasury to the amount of over \$100, which we have in bank awaiting for orders. We solicited advertisements from our local business men, and in that way paid all expense of printing tickets, bills, etc., also hall rent. The play is one continual round of fun, and everyone apparently enjoyed the evening. We would recommend Sister Divisions to try being actresses for "one night only," and if they enjoy the rehearsals and performance the way we did they will repeat I'm sure and never regret having the stage fever. If there are any divisions that would care to undertake the play anyone of Div. 96 would be glad to give any information that they might require.

TINY SHORT VANTELSEL,
Cor. Sec. Div. 96, Chicago, Ill.

P. S.—I had almost forgotten to say that Sweet, Orr & Co. kindly donated a suit of overclothes to the best actress; it was won by Sister H. Kuhn, who took the part of our Dutch woman. She certainly deserved it, but was inclined to refuse it on the grounds that she doesn't wear the breeches.

T. S. V.

G. I. A. Voluntary Relief Association.

TOLEDO, O., Dec. 1, 1905.

To Division Insurance Secretaries, V. R. A.

You are hereby notified of the death of the following members, and for the payment of the following claims you will collect 50 cents from each member carrying one certificate, and \$1.00 from each one carrying two; providing, however, that no one be assessed on a certificate, if the application for the same was dated later than October 31, 1905.

ASSESSMENT No. 238.

Died Oct. 9, 1905. Sister Mary Blanchard, aged 45, of Div. 59, Pittsburg, Pa. Cause of death, cerebral apoplexy. Carried one certificate, dated May, 1903, payable to Ward B. Blanchard, husband.

ASSESSMENT No. 239.

Died Oct. 14, 1905. Sister Margaret Fogarty, aged 46, of Div. 249, Syracuse, N. Y. Cause of death, pneumonia. Carried two certificates, dated February, 1903, payable to Harry and Ward Fogarty, sons.

ASSESSMENT No. 240.

Died Oct. 3, 1905. Sister Louisa O. Artist, aged 60, of Div. 144, Cheyenne, Wyo. Cause of death, cancer of throat. Carried one certificate, dated July, 1896, payable to A. S. Artist, husband.

ASSESSMENT No. 241.

Died Oct. 10, 1905. Sister Lucretia P. Draucher, aged 71, of Div. 137, Harrisburg, Pa. Cause of death, uræmia, followed by paralysis. Carried one certificate, dated September, 1896, payable to Hiram B. Draucher, husband.

ASSESSMENT No. 242.

Died Oct. 20, 1905. Sister John Funk, aged 61, of Div. 201, Jersey City, N. J. Cause of death, paralysis, superinduced by chronic nephritis. Carried one certificate, dated June, 1900, payable to John Funk, husband.

Assessments Nos. 240, 241 and 242 will be paid from the Assessment Fund.

Members will pay their Insurance Secretaries on or before Dec. 31, or be marked delinquent; and in order to reinstate must pay a fine of 10 cents on each certificate besides the delinquency. Insurance Secretaries must remit to General Secretary and Treasurer not later than Jan. 10, 1906, or stand delinquent till remittance is made.

Members in good standing Oct. 31, 1905, five thousand and eighty-one in the first class; and two thousand one hundred and thirty-two in the second class.

Slips for voting on age rating are being mailed to every Insurance Secretary. If not received by Dec. 10, please notify General Secretary and Treasurer.

MRS. GEO. WILSON, Pres. V. R. A.

MARY L. ROBERTSON, Gen'l Sec'y and Treas.

● ● Technical ● ●

Contributions for this department must be received by the Editor on or before the 12th of the month to be in time for the succeeding issue.

Runaways With Freight Trains.

BY R. H. BLACKALL.

A subject of general interest to railroad men is that of runaways, and a discussion of their most frequent causes and how to avoid them is of particular interest and value.

There are a great many causes for trouble in train handling; among the more important that may lead to a runaway are the following: Failure to inspect brakes properly before depending on them; allowing the speed of a train to become too great on a grade before the initial application; loss of air; loss of nerve; break-in-twos on grades and the non-use of hand brakes while repairing the damage; poor condition of brakes and the failure to obtain the necessary aid of hand brakes under these conditions; failure to recharge frequently; brake-pipe leakage that prevents a positive action of the triple valves to such an extent that the speed of the train is not materially reduced, this with the brakes applied.

Failure to inspect brakes: It is hardly necessary to call attention to the bad results which may follow this practice. If a crew is satisfied to leave, simply knowing that the hose are coupled, it is only a matter of time before the inevitable will follow. If the grades are light the evil day may not come so soon, but sooner or later the carelessness will be repaid by a price commensurate with the negligence. The brakes should never be depended upon except after careful inspection; the best in railroading is none too good.

Maximum speed before trying the brakes: There are many times when, in an effort to get over the road, sufficient care is not taken to insure safety. This is often seen at the summit of hills where the train is permitted to attain maximum speed before the initial application of the brakes is made. Not only is this done, but no

practical test of the holding power of the brakes is made on roads where places afford a means of this being done before the heavy grade is encountered. The initial application of the brakes should be made as soon as possible after the train has tipped over the summit, and in some cases before the rear end has reached the down grade. If this practice is followed and the brakes are poor, or an angle cock has become closed, or the brake pipe has been closed in any way, the crew will have an opportunity to obtain control with the hand brakes before the speed has attained such proportions that there is insufficient time for the crew to do their work before control of the train is lost. The first thing to do after passing over a summit is to try the brakes and to get the retaining valves in operation. With the retaining valves in operation, and holding 15 pounds, a comparatively light reduction will give a considerable return in the way of cylinder pressure.

Loss of air: This may be brought about in various ways; by making a series of light reductions, or permitting the air to gradually leak away, or by reducing the brake pipe pressure below the equalizing point between the auxiliary reservoir and the brake cylinder, thus, under the usual practical conditions, permitting a back flow of cylinder and reservoir pressure to the brake pipe with a consequent loss of braking power.

Fortunately, as the brakes come into more general use these practices become more rare.

Loss of nerve: This is a condition that scarcely needs enlarging upon. With the many and increasing duties of the engineer this characteristic is fatal; a cool head is an actual necessity to the safe handling of trains on heavy grades.

Break-in-twos and leakage: This is one of the most serious causes of runaways. It frequently happens that we figure on doing a certain piece of work in much less time than we can do it in actual practice. We never know what will turn up to increase the time necessary to accomplish a piece of work and, where there is danger involved, if our expecta-

tions are not fulfilled, it is best to be on the safe side and take the necessary precautions beforehand rather than to try to take them after it is too late. If a train is on a grade and a break-in-two occurs, the first thing to do is to apply a sufficient number of hand brakes to hold the train at rest, and this without the shadow of a doubt. Sometimes, thinking that the work will require but a few minutes, the crew depends upon the air brakes to hold the train. Leaky check valves are not a theory but a fact, and they will in many cases, where poor maintenance is the order, reduce the cylinder pressure very rapidly. Even if the train does not start, the pressure will be greatly depleted, and if a start is made immediately after coupling up it will be with such a pressure that maximum speed will be obtained before a recharge will have been completed. This puts a serious aspect on the case, and the engineer is confronted by too serious a condition, as the result of carelessness.

Poor condition of brakes, and the failure to call for the assistance of hand brakes: The poor condition of the brakes can usually be detected by the test, although some that will operate properly in a yard test will often do little work when the grade conditions are the controlling factors. Owing to the smallness of the feed groove some time is required to accomplish a recharge. While there is ample time in the yard for maximum pressure to be obtained, this may not be the case on the grade where the seconds between brake applications are all too short. With partially closed grooves on some of the cars they will not do their share of work; this may result in the amount of work performed by the brakes being insufficient to control the train without the aid of some hand brakes. The writer has known of several cases where the engineer has gotten into trouble simply because he looked upon the calling for hand brakes as a form of disgrace. It is no disgrace to be unable to control a train of cars which has not been properly cared for, but it is a disgrace not to call for aid when it is needed. The closed, or

partially closed, feed grooves can be detected by the "thermal wheel test," which test is used on many of the railroads having the heavy grades. When a wheel is found cold at the foot of a heavy grade it is a strong and indisputable evidence that the brake on this car, though reported working, is not doing its share of work.

A test is necessary, before using the brakes, to secure definite information as to how many are working, that all angle cocks are open and that everything is in such a condition that we are warranted in placing dependence in the brakes.

Failure to recharge frequently: It is a mistake to try to run a hill with recharges few and far between; this is a mistaken economy. Safety is of the first importance, and to obtain the greatest safety it is necessary to be able to stop in the least possible distance should occasion arise. To stop in the minimum distance it is necessary to have the maximum pressure allowable; to have this pressure it is necessary to keep the brake pipe pressure as nearly as possible to that carried as a maximum. This can only be done by making heavier initial reductions, thus "charging the retaining valves," and then accomplishing a recharge while the brake cylinder pressure is gradually reducing to that which the retaining valve is supposed to hold. This is the practice generally used in mountainous country and has been productive of very good results. The great trouble experienced when trying to run a train with too few recharges is that the train cannot be brought to rest within a practical distance upon being flagged. Owing to the greater time necessary in which to recharge, the variation in speed must necessarily be much greater, since the speed at release must be correspondingly slower to permit of a recharge being accomplished before the speed of the train becomes excessive.

Permitting brake pipe leakage to run the train after the initial reduction: One of the worst things to do is to permit the leakage in the brake pipe to run a train

after the initial reduction has been made. It is not uncommon to have a train where the leakage is sufficient to cause an amount of air to reach the brake cylinder such that it will merely compensate for the cylinder leakage; with this condition existing an even run will be made until such time as the air gauge tells the engineer that it is high time to recharge. If a signal should call for a stop at such a time, it is a question if the engineer would be able to bring the train to rest in a reasonable distance. If no call for a stop exists, the train will have attained an undesirable speed by the time a recharge has been accomplished. The steeper the grade the more objectionable will be these results, and the greater will be the necessity to observe the most approved rules of manipulating the brakes.

A brake pipe with a leak such as just described is very likely to lead an engineer into trouble, while one that leaks sufficiently to cause the breaks to creep on comparatively fast, after the initial reduction, will make it necessary for a recharge to be made frequently; the result is that the safety is something greater with a train having a fair amount of leakage than one in which the leakage is such as will permit the air to leak away without giving any warning to the engineer.

Frozen brake pipes: Another cause for runaways is frozen brake pipes, but even they will not necessarily lead to trouble if running tests are made and an early application of the brakes is made as a train is going over the summit of a hill.

The thing usually responsible for frozen brake pipes is improper cooling of the air. Until the last three years the importance of cooling the air properly was not generally understood. The air taken into the pump is accompanied with a certain amount of moisture. This moisture is given off as the air is cooled, hence it is essential that the cooling take place before the air passes into the brake pipe. On many of the old engines are found reservoirs of small capacity, which do not afford the proper radiating surface to per-

mit the air to become properly cooled before it passes the brake valve. This is especially true during such time as a recharge is being made on a long train. The longer the train the more the air that will have to be compressed, and owing to the small amount of air stored in the main reservoir for recharging purposes the faster the pump will have to operate, so that the auxiliaries will be recharged before the speed of the train becomes too great. As a result the tendency for heating is greater notwithstanding the fact that the radiating surface is too small. As a result of those improper conditions the water works back into the brake pipe where all that is necessary to cause trouble is some cold weather.

To get as far away from this trouble as possible the main reservoir should be not less than 50,000, and good results have been obtained with a reservoir capacity of 70,000 cubic inches. If the reservoir capacity is overdone no special gain is made, since the pump would be unable to pump up maximum pressure between the brake applications. If this condition existed the release of the brakes would not be as prompt and there would be a greater tendency for the brakes to stick.

The Interstate Commerce Commission reports an occasional case in which the engineer expects too much of the brakes. These cases would seem to indicate that an occasional engineer gets the idea that so long as the train is equipped with air brakes and all, or most of them, are coupled up and working, it is only necessary to apply the brakes to stop and they will do the rest. On a grade the speed of a train can be such that it is not within the power of the brakes to bring the train to rest. It is simply a case of work by the brake shoes overcoming a certain amount of energy. If the energy represented by the speed and weight of the train is greater than the friction between the shoes and the wheels the stopping of the train is out of the question. Due allowance should always be made for a high speed.

One of the first things which should be done when crossing the summit of a hill

is to overcharge the brake pipe so that if the brakes are not holding properly we will have something to fall back on until the crew has an opportunity to help out with some hand brakes. Hand in hand with the overcharge should go the early application of the brakes, and this before the speed of the train is such that, if the brakes are not holding properly, the brake pipe should be frozen shut, etc., the crew would have ample time to get control of the train before it was running away.

QUESTIONS AND ANSWERS.

Q.—F. D. W.—I had an engine the other day where the piston in the brake valve would open all right when I made a reduction and it would close all right. In two or three seconds it would lift of its own accord and finally seat. In a little while it would do it again. I couldn't find any leaks, and would like to know what would make it do this. Why didn't it do this in running position?

A.—You undoubtedly did not look in the right place for leaks, for there must have been a leak to produce this action.

A reduction above the piston is necessary to cause the piston to rise. If it was seated properly and then rose of its own accord, there must have been a leak above the piston. This could have been in the brake valve itself or it might have been in the pipe connections to the little drum, or in the little drum itself. We have also known of cases where this leakage was found in the tube of the gauge connected to little drum pressure, or in the pipe leading to the gauge.

The reason this defect did not manifest itself in running position was that in this position the leakage was being supplied by the air coming through the feed valve.

The action described would not result if the packing ring in the equalizing piston were worn so that the pressure above and below the piston could remain equal. This is usually sufficient to compensate for any slight leakage.

Q.—K. M.—Why is it that it is easier to handle passenger trains that have inside hung brakes than those where the cars have outside brakes? It may be there is

some reason for it or that I only think it is so, but it seems to me that the train stops smoother with the inside brakes and there is less lurching.

A.—Trains certainly can be handled more smoothly with inside hung brakes. The principal reason for this is that the brakes being hung so much closer to the center of the truck, the power acting to distort the truck is greatly reduced. The longer the lever the greater the amount of work that can be done by a given force. The lever arm in the one case is several feet while in the other it is but a few inches.

If you will imagine a car running in a certain direction and consider the direction of the rub of the wheel against the shoe, you will see that this direction of rubbing is just the opposite of that in the case of outside hung brakes. This being true, the tendency with the inside hung brake is for the rubbing of the wheel against the brake shoe to tilt the truck backward, while with the outside hung brake the tendency is to tilt truck in the direction of the motion of the car. In the one case there is considerable distortion, and very little in the other with the result that, as you say, the stop is much smoother with the inside hung brake. If the stop with either brake is made without making a release before the train comes to a stop the shock is much less severe with the inside than with the outside hung brake.

Q.—R. H. K.—Which has more braking power, wooden or steel cars? It seems to me the brakes take hold better when I have a string of empty steel cars than when there are mostly wooden cars in the train.

A.—It makes a difference to what part of the country you refer in answering this question.

Some roads apply the same percentage of braking power to both steel and wooden cars. If this is done there will be a higher percentage of braking power on the wooden cars after they have seasoned out. After this has occurred the braking power is very materially increased. If proper allowance is made for this the braking

power should be about the same in either case.

In equipment recently installed by some roads the percentage of braking power has been increased somewhat, especially on steel cars, so that in this case you may be correct. Your question can hardly be answered unless the conditions are given more in detail. The Westinghouse Air Brake Company now recommends a braking power of 85 per cent for steel cars and 80 per cent for wooden cars. In steel cars are included wooden cars with steel under frames.

Q.—W. F. B.—Can you tell why it is that there is less wheel sliding on passenger cars than there used to be? I have run passenger trains for a number of years and there aren't near as many wheels sliding on the trains I run, anyway as there used to be.

A.—One of the principal reasons for this is that the science of a good foundation brake gear is better understood, and the braking power on all the cars is more uniform than formerly. There was a time when the braking power on many cars was materially lower than it is now. When the higher braking power was resorted to on new cars these did more than their share of work, with the result that many were in favor of reducing the braking power to reduce the wheel sliding. Instead of reducing the power it was urged by many to raise the percentage of braking power on the old cars to what it was on the new cars. Almost invariably this practice was followed by a great reduction in flat wheels. This was because all of the cars were compelled to do their share of work.

Another thing that has helped to reduce the number of flat wheels was the introduction of the higher speed brake combined with the practice of making a heavy initial application of the brakes, followed by a release at a slow speed and a reapplication. The stop was thus made with a low cylinder pressure, the pressure being low at the time when the greatest danger of wheel sliding existed.

The heavy reduction when using the speed brake would cause the high speed reducing valve to blow slightly. When

it closed all cylinders had a pressure of 60 pounds regardless of the piston travel. It will thus be seen that the high speed reducing valve acts, in a way, as a slack adjuster tending to compel each vehicle to do its share of work.

The general introduction of inside hung brakes has also played an important part in the reduction of flat wheels. By the use of this style of foundation gear the tilting of the truck as well as the wedging action of the brake shoes has been greatly improved.

Good Engines vs. Disabled Enginemen.

J. W. READING.

[Continued from November JOURNAL.]

In my last contribution to the JOURNAL entitled "Good Engines vs. Disabled Enginemen," the moral must be obvious to all; however, there is more of the story, and if Brother Salmons does not "call time" on me I will tell the rest in future numbers of our magazine.

Before going further along the lines as depicted in the story, I deem it necessary that I digress for a time and call attention to a few matters which I consider of the utmost importance.

The subject upon which I wish to treat in this article has more or less bearing upon the theme of the story which I hope to continue later.

Every employee in the traffic department of our American railroads should familiarize himself with the laws governing the Interstate Commerce Commission, at least as far as the laws may apply to the conditions that surround and confront the engine and trainmen of our country.

It is not generally known to the class of employees named that there was a law enacted in 1901 making it obligatory upon all railway companies doing an interstate business to make, under oath, a monthly statement of all accidents occurring on their respective lines, giving full particulars regarding persons injured or killed, the amount of damage and the cause, if known. Accidents which do not

cause a monetary loss in excess of \$150, and only slight personal injuries, do not have to be reported. This law was approved March 3, 1901, and became operative July 1 the same year.

Since this statute went into effect, the Interstate Commerce Commission has been publishing quarterly a small pamphlet which they call an "Accident Bulletin." The first bulletin is called No. 1, and comprises the months of July, August and September of the year 1901. No. 2 comprises the months of October, November and December of the same year, and so on down to the present time. The last bulletin out, No. 16, brings the record down to June 30 of this year. These pamphlets are sent to the railway officials most directly concerned in the traffic departments of the lines they represent.

The commission goes into considerable detail in their report of some of the more prominent accidents, especially when there is great property damage, loss of life, and serious personal injuries. They, at times, comment quite freely and right to the point on causes given for some of the more distressing accidents. The Commissioners do not make known name of road, time, or place in their report of an accident, which is no more than just, as far as the corporations are concerned. These accident reports are, or should be, of great value to the progressive, thinking railway official.

We can learn a great deal in this life from the experience of the other fellow, profit through his mishaps and ape his proceedings when they are an improvement on our own; this applies to all affairs of life. These bulletins are certainly educational and, no doubt, have been very valuable in some respects.

My idea is, and has been for some time, that the commissioners' reports should not only be read by the man in authority, but also by the "man behind the gun." Every Division of the B. of L. E. and O. R. C. should be the recipient of a copy as soon as published and it should be a law of these orders that they be read and discussed in open meeting; the reading of the same should not be confined to

one meeting, but several of them, so as to reach as many of the Brothers as possible. These pamphlets should be on the tables of railway reading rooms so that all classes of employees could have access to their contents, and the officials most concerned on these lines where the train and enginemen have some comforts while off duty should, when a new report is published, post a notice to that effect and therein respectfully request that all employers read it.

I have compiled some statistics gleaned from the sixteen accident bulletins already published, and which comprise the four years ending June 30 last. I have also drawn a few comparisons, showing the increase in the number of accidents in the last quarter over first quarter four years ago. During the four years the total number of accidents were 42,193. This, of course, includes all kinds of road mishaps. The property loss reaches the enormous sum of \$36,281,829. The losses incurred through personal injury and death claims are not known, but must be of mammoth proportion which, if added to the figures given above, would make a sum total that would be astounding.

The greatest number of accidents reported during any single quarter occurred during the three months ending March 31, this year, and number 3,103. The greatest property damage for any single quarter is shown in Bulletin No. 9, which has a report of the number of accidents for the three months ending Sept. 30, 1903, and amounts to \$2,584,348.

During the first quarter ending Sept. 30, 1901, the property damage was \$1,842,224. During the sixteenth quarter ending June 30, last, the loss was \$2,410,671. The increase in property damage during the sixteenth quarter over the first amounts to \$568,447.

In the matter of personal injuries and death the first quarter shows a total of 11,212—725 killed, 10,487 injured. In the last quarter the total is 14,669—886 killed and 13,783 injured. These figures show an increase of 161 killed and 3,296 injured in last quarter over the first.

The above statement refers to passengers riding on trains, also getting on and off trains, and to engine, train and yardmen in the performance of their duties. The increase in number of passengers killed and injured in last quarter over first is 22 killed, 52 injured.

Out of 447 of the most prominent accidents reported for the four years, 279 are charged against the engine, train and yardmen, 73 to the train dispatchers, operators, block signal men and others in like calling, 125 to track men, defects in rolling stock and track, train wreckers, fires, and many causes unknown. Sixteen engineers are charged with being asleep on duty, and two with being intoxicated.

If the ratio of cause for these 477 prominent accidents were in evidence in the total number of 42,193 occurring in the four years there must have been 1,424 accidents caused by the engineman falling asleep, and 178 through intoxication.

The most serious accident of the four years is reported in Bulletin No. 10, and refers to the wreck that was caused by the timbers falling from a car in transit, said timbers obstructing track of trains in opposite directions.

I will quote in part from the report of the Commissioners:

"Derailment happened to an eastbound passenger train running about forty or forty-five miles an hour. It struck an obstruction consisting of heavy timbers 21 feet long, derailing the entire train except the two rear cars.

"The timbers had fallen from a car of a westbound train on the adjacent track by reason of stake ties parting and stakes breaking. . . . The cause of the accident is reported as carelessness on the part of the employees in the lumber yard not selecting stakes of good size and quality to make the load secure, and failure of car inspectors to detect this defect.

"The timbers were loaded by the shipper and the load was inspected by the agent of the railway company at the shipping station. It was also inspected by two successive conductors who were in charge of the train that hauled the car to the first division point, and by the

inspector of this division point. . . .

"The passengers who were killed were nearly all scalded by steam which escaped from the dome of the engine, which as a result of wreck was left in such a position as to emit steam into the leading passenger car, which was the smoking car, etc."

The record shows 65 killed and 4 injured in the unfortunate calamity.

The Commission reports further:

"It appears that only four other train accidents have occurred in this country which have caused as many as 65 deaths each. These four are recorded as follows:

"In 1856, Camp Hill, Pa., 66 killed; 1876, Ashtabula, O., 80 killed; 1887, Chatsworth, Ill., 85 killed; 1888, Mud Run, Pa., 66 killed.

"The total number of passengers killed on all roads during the tenth quarter, which ended Dec. 31, 1903, was 147, which was more than three times the average number killed during the nine preceding quarters which average 43 4-9."

My reasons for quoting so freely from the Interstate Commerce Commissioners' report on the last named disaster, is because it will have considerable bearing upon reading matter that I hope to contribute to future editions of the JOURNAL.

There are a great many serious charges made by officials of various railways against certain of their employees whom they, the officials, consider entirely to blame. In a large number of cases, the engineer, or both engineer and fireman, gave up their lives and the charge against them could not be refuted. In numerous instances, while the claim is not made that enginemen were asleep, yet the reading of the report is undoubtedly intended to convey that meaning.

I will take the liberty to quote again, this time from No. 7:

"Collision on long tangent; night; running very fast; disregarded distant and home block signals, also three red lanterns at different points. This engineman was killed. His eyesight was perfect one year before the accident."

Quoting again from Bulletin No. 12:

"Engineman (experienced) ran past three automatic stop block signals. Signals

were 6,410 feet, 8,890 feet, and 1,330 feet back from point of collision. Flagman back 1,000 feet."

Again I quote, this time from No. 15:

"Engineman running at high speed at night ran past distant signal without observing its position and then ran 900 feet past home signal, striking preceding train which had been stopped because of a hot journal."

You will note that in none of the three cases mentioned was the charge made that the engineer was asleep; yet the logical deduction taken from such reports conveys that meaning.

In the first collision mentioned, there were 23 killed and 85 injured. In the second case there were 9 killed and 21 injured. In the third affair 7 were killed and 142 injured.

There are other cases recorded very similar and the reader is left to draw his own conclusions. There are a great many things recorded in the accident bulletins that engineers should know, and I hope this article will create a desire among our Brothers to read future numbers as fast as published.

Engineers so desiring might possibly get the back numbers by writing to Mr. E. A. Moseley, Secretary Interstate Commerce Commission, Washington, D. C.

Broken Graduating Pin.

GARRETT, IND., NOV. 3, 1905.

EDITOR JOURNAL: In the October JOURNAL I read the answers of Bro. Ray C. Mead, Div. 297, Bro. Frank L. Davis, Bro. E. A. Lindsey, Div. 584, and Bro. A. H. Kelley, Div. 534, to Brother Dixon's question on broken graduating pin, and I would like to throw a new light on broken graduating pins.

If you have a broken graduating pin and operating brake in a short train, it will cause undesired emergency as stated, but if you have fifteen cars or more it will not cause brakes to go into emergency.

My reason for the above statement is the triple piston moves slowly until it strikes stem J. No air has passed from auxiliary to brake cylinder, but as brake pipe pressure reduces auxiliary, air will force triple piston toward emergency until removed portion of slide valve admits air to pass from auxiliary through port T to top of piston 8, which is not an air-tight fit; if auxiliary air will pass by piston 8 to chamber X and direct to brake cylinder as fast as brake pipe pressure is reduced, you will not get emergency application of your brakes. Have your air brake instructor try it for you.

WM. SHRIVER, Div. 452,

Air Brake Instructor B. & O. R. R.

Reply to Brother Mayall's Question.

ROCHESTER, N. Y., NOV. 10, 1905.

EDITOR JOURNAL: In reply to Brother Mayall's questions in the September number on train rules, will say:

Question No. 1—Upon returning from getting coal and water I would not ask for another work order, as my work order is good until 7 p. m.

Question No. 2—First No. 1 can flag to H on the orders of second No. 1. No. 2 having a positive meet order on second No. 1 at H, cannot leave H until that order is fulfilled, superseded or annulled.

To the same Brother's inquiry as to why engineers do not receive better treatment from railroad companies if it costs \$10,000 on an average to educate an engineer, I would say there are several reasons, among which may be mentioned jealousy (of some petty official), ignorance (note cases mentioned by the Brother for illustration) and "penny-wise and pound-foolish" ways of doing business.

In reply to Brother Lindsey, page 808, September issue, would say that engine numbers in train orders are simply for convenience and certainty in identifying the train. It used to be the practice to give the conductor's name. I got caught once in mistaking one conductor for another, although there were no serious results.

"Youngster," Div. 452, on page 811, asks if running an engine is a trade. It certainly is, and there is no more reason why enginemen should be required to commence work thirty minutes or any time before pay commences, than in any other trade. It has become an established rule, however, and it will be a hard thing to change it now. An engineer's responsibility commences when he steps onto the engine at the terminal and ceases when he makes out his report. If you do not believe it, let anything happen to the engine after you get on to her and see if you are not held responsible, even if you have not moved her. That is at the beginning of the trip. Now, at the end of the trip just neglect to report some necessary repairs and see if you don't hear about it.

Possibly they may hand you out a few days' "leave of absence." Then you must be held responsible until your reports are made out.

Our pay should commence at the time required to report for duty, and end a specified number of minutes after arrival on ash pit. The time allowed after actual time of arrival at ash pit should

be sufficient to allow of inspection of engine and making out reports.

Here are some problems. Northbound trains are ruling trains:

"Engine 200 will run extra G to F, to meet extra 201 south."

After extra 200 north arrives at F, she receives an order to run extra F to A, but says nothing about extra 201 south. Extra south engine 201 has not yet arrived at F.

Will extra 200 north await the arrival of extra 201 south, or proceed under the last order, regardless of extra 201 south?

"Engine 200 will run as No. 20 G to F, and will meet extra 201 south at F."

Upon arrival at F, engine 200 receives an order to run as No. 20 F to A, but says nothing about extra 201 south. Extra 201 south has not yet arrived at F.

What will you do under these circumstances? These problems have caused considerable discussion here.

Yours fraternally,

"B."

Grew Up Before He Got Home.

TRENTON, N. J., Nov. 7, 1905.

EDITOR JOURNAL: The "Hogbackers" who run from Morrisville to Jersey City and return will appreciate the following lines which describe how railroading used to be on the New York Division of the Pennsylvania R. R. before the opening of the freight yard at Greenville:

I run on the Pennsy and carry a grip,
Twenty hours overtime every trip;
I have a good job the people say,
For I work by the hour, and not by the day.

When I left home one trip the baby could creep,
When I went back he could walk;
I left again with three hours' sleep,
And when I returned he could talk.

Yours fraternally,

B. R. DIXON, Div. 373.

Troubles of the English Engineer.

The following selected from the correspondence columns of the *London Railway Review* will bring to the mind of many of our older members, their trials and tribulations in trying to burn bad coal, and to burn enough of good coal to handle trains much too heavy for the capacity of the heating surface to supply sufficient steam, and jemmies and hooks were many times used to force draft, even when it was a penal offense if caught at it. Increased load on the same old power is what our English consins are struggling with, and over there, as it was here, a lot of grief

must precede the official conviction that larger power with larger heating service must come with heavier work.—EDITOR.

JEMMIES ON THE L. & N. W.

SIR:—The last fine sheet exhibited in the different loco. departments on the L. & N. W. shows that men are again being suspended for using jemmies in their engines. Now, what are we enginemen going to do about this matter? It has become such a general practice to put a jemmy in an engine so that we could get along, that we had got an idea that the practice was winked at by our officials; and in some of the passenger engines at Crewe jemmies are knowingly used, and, if they can be used on Crewe engines with official cognisance, why can't the enginemen at other sheds be allowed to use them? The coal supplied to the engines at our different loco. departments is some of the worst stuff that can be possibly got. The tubes are not cleaned out and cannot be, because the engines are working all the time, with the exception of the time they are being washed out. The boilers of most of the engines at my shed are in a filthy condition. We generally have to go up to the coal stage to find our engine, and often have to get coal on before we start examining the engine, and all in half-an-hour. And yet, working under the disadvantages that I've already mentioned, we are supposed to get through our work as though we had good engines to do the work with.

To get through with our trains in any form at all we have to put a jemmy in the blast pipe of the engine, and then very often it is a struggle to get enough steam. We dare not go to work without our collection of jemmies; the engines are in such a state that if we didn't make sure of them before we started we should get suspended every day. Taking my shed as a fair example, I should say that 90 per cent of the train engines on the L. & N. W. have to be "jemmied" by the men, or else a ferrule is put in by the shed staff. If every engineman who is caught "jemmying" an engine is going to be suspended it is a serious matter, and the sooner we take action the better.

Let us refuse to again jemmy any engine, and if we can't get along stop and blow up. Let us report all engines which won't steam to our respective foreman, and he will be responsible if he refuses to have the engines made to steam more freely. Unfortunately, in the L. & N. W. loco. department, as in many other places, we have men hardly worthy of the name, who will do anything to keep in favour with the foreman, and it is to such men that we must look for the state of service in our department. For goodness sake let the loco. men of the L. & N. W. raise a little spirit to fight against the cutting of trip rates, lessening of the time to get our engines ready, keeping back advances in wages, and other things, which are making our lives a misery. We can only resist retrograde steps by united effort. We are worse off in our conditions of service than most other railways, and yet we are classed as the A1 company. May the loco. men soon wake up is my earnest wish.

Your, etc.,

A. JEMMY.

Railroad News Gleanings

Celebration of the Birth of the Erie R. R.

On Nov. 10 the Erie R. R. celebrated at Deposit, N. Y., its seventieth anniversary, by erecting a monument with appropriate exercises. The programme for the day included a chorus of 250 voices to sing selections, including the Erie anthem, especially composed for the occasion. Assemblyman J. B. Rogers, of Binghamton, delivered the address of welcome. Mr. John B. Stanchfield, of Elmira, replied on behalf of the Erie R. R. and Lieutenant Governor M. Linn Bruce, of New York, made the oration of the day. The monument is of native quarrying, being taken from the side of the railroad at Lanesboro, only a few miles away. It is practically a monolith. Upon its face it bears a plate reading: "Here, on the morning of November 7th, 1835, ground was broken for the construction of the Erie railroad, designed to connect the Atlantic ocean with the Great Lakes. Its completion to Lake Erie was publicly celebrated in the city of New York and along the route to Dunkirk May 14, 15 and 16, 1851." The first ground was broken for the New York & Erie R. R.—as the line was christened at the outset—at sunrise on the morning of Nov. 7, 1835, at the exact point where the monument has been placed. There were present at that time some thirty persons, among them President King of the railroad with his executive staff, which included Comptroller Samuel B. Ruggles and Treasurer Peter G. Stuyvesant; Lieutenant Governor Root, Judge Drake of Owego, Judge Pine of Deposit and many others. Colonel George D. Wheeler, whose father owned the farm adjoining the site, attended the celebration. He attended the dedication and told of some of his impressions of that eventful time. He is still in good health, though 87 years old. Recently he said: "President King, first official head of the Erie, spoke, saying: "What now appears a beautiful meadow will in a few years present a different aspect—a track of rails, with

cars passing and repassing, loaded with merchandise and the products of the country. The freight will amount to 200,000 tons within a few years.'" President King certainly made no wild guess for the future of the freight business.—*Railway and Engineering Review.*

Fast Run on the Pennsylvania R. R.

The possibilities of future exceptionally fast time on long runs are being shown by the trains now being operated on an 18-hour schedule between Chicago and New York, which lately seem to have formed the habit of breaking previous records for fast running over long distances. The latest performance of this kind occurred on Nov. 4 when the west-bound 18-hour train on the Pennsylvania R. R. left Harrisburg, Pa., two hours late and arrived in Chicago just on time. This section of the run includes the most difficult part of the whole trip, the mountain climbing between Altoona and Pittsburg, which makes it particularly creditable. The total distance of 717 miles was covered in 741 minutes, the average speed over different sections being as follows: From Harrisburg to Altoona, 132 miles, 67.8 miles per hour; from Altoona to Pittsburg, 117 miles, 48.15 miles per hour; from Pittsburg to Crestline, 55.5 miles per hour, and from Crestline to Chicago, 279 miles, 63.4 miles per hour.—*Rail'y and Engineering Review.*

Railway Mileage.

According to recent statistics, the length of the railroads of the world was 537,105 miles on December 31, 1904, of which 270,386 miles were in America, 187,776 in Europe, 46,592 miles in Asia, 15,649 miles in Africa, and 16,702 miles in Australasia. Of the mileage of European railroads, Germany stands first (34,016), followed in their order by Russia (33,286), France (28,266), Austria-Hungary (24,261), the United Kingdom (22,592), Italy (10,025), Spain (8,656), Sweden and Norway (7,730). The average cost of construction of the European railroads per mile is estimated at \$107.577, while for the remainder of the world the estimate is only \$59,680.

The total value of the railroads of the world, according to these statistics, is \$43,000,000,000, of which the European roads figure for \$23,000,000,000. The estimate for rolling stock is as follows, in numbers: Locomotives, 150,000; passenger coaches, 225,000; and freight cars, 3,000,000.—*Locomotive Engineering*.

A Year's Record of Train Accidents.

Accident Bulletin No. 16, just issued by the Interstate Commerce Commission, completes the records of accidents to employees and passengers upon the railroads of the United States for the year ending June 30. The total number of passengers killed in train accidents was 350; injured, 6,498. The total number of employees killed in train accidents was 798; injured, 7,062. There were 187 passengers killed in other than train accidents, and 3,542 injured; and 2,463 employees killed in other than train accidents, and 33,374 injured; making a total of all classes of 537 passengers killed and 10,040 injured, and 3,261 employees killed and 45,426 injured. This is an increase of 117 passengers killed and 1,963 injured; a decrease of 106 employees killed, and an increase of 2,160 employees injured.

There were 6,224 collisions during the year, with a money loss of \$1,849,054, and 5,371 derailments, with a money loss of \$4,862,602; a total of 11,595 collisions and derailments and a total money loss of \$9,711,656, being damage to cars, engines and roadway.—*Railway World*.

European Freight Rates and Wages.

Reports received from consular agents in Europe by the Bureau of Manufactures of the United States Department of Commerce and Labor, presents a basis for a comparison of foreign freight rates with those in the United States. It is shown that the freight rate in English roads is 1.93 cents a ton mile. A ton mile of merchandise or live stock in England costs 2.94, and on all commodities an average of 2.32. Against these figures for the United States are surprisingly small, being 0.58 cents. On German roads it is 1.42 cents; on French,

1.55; Austrian 1.16, and Hungarian 1.30. England's passenger rate per mile on the same classes was 4 cents, Germany's 3.8 cents. For the average day's wages workmen can travel as follows: American, 65 miles; British, 35; German, 54; French, 40; Belgian, 46; Italian, 33, and East Indian, 21. On American roads locomotive engineers average \$4 per day; English, \$1.62; Belgian, \$1.01. American firemen get \$2.28; British, 91 cents; Belgian, 72 cents. Railroad laborers in the United States get from two to four times as much as laborers on foreign roads. Forty per cent of the gross earnings of American railroads goes to labor, while only 25 per cent goes to capital. In England labor gets 27 per cent; capital 33 per cent; in Germany the division is equal.—*Brookfield, Mo., Gazette*.

Government Railroads in Canada.

We know that government ownership in Canada has not "taken the railroads out of politics;" that the employees are not "left free;" that administrations quite cheerfully and successfully "dare attempt to use them for political purposes," and that no administration has been "deluged under a tide of adverse votes," for doing that same. In fact, Canadian public opinion is so callous and indifferent on the subject that it has come to be regarded as quite natural and inevitable that the government railway system should be exploited for party advantage by the government in power.—*Hamilton, Can., Herald*.

Handling Trains Under Difficulties.

Officials of the Chicago & Northwestern are feeling justly proud of the manner in which their employees on the Peninsula division rose to an emergency during a recent storm which threw down practically every telegraph line on the division, leaving the 464 miles of line without telegraphic service for forty-eight hours. The ore movement has been especially heavy this year, more Lake Superior ore being transported on the Great Lakes than ever before in the history of the iron industry, and in this

emergency every mine would have to shut down on account of the shortage of railway cars to move their product unless the road was kept open in spite of the storm. The chief train dispatcher and the division superintendent were temporarily out of the game. There was no way in which to get orders for train movements, no means by which division headquarters could be kept advised of where their trains were, and to the on-looker no means existed by which the train crew could keep track of the whereabouts of trains in the opposite direction. It was an emergency of the gravest character, and was met with a splendid exhibition of good judgment and intelligent grasp of the science of railroad operation that is perhaps without an equal. They managed, on a single track line, without telegraphic lines, for two whole days and nights, to keep every iron and copper mine in the district supplied with equipment and moved all trains practically on time. On Friday and Saturday, Oct. 20 and 21, 4,971 cars were moved over the division, and 125 freight trains and no less than 84 passenger trains were taken care of upon the division, all handled on time on a single track, without accident, mishap or delay and without the help of a train dispatcher. It would be difficult to beat this record of loyalty to employers, and intelligent grasp of conditions.—*Railway Age*.

[The above would be good reading for those who think engineers are careless of the companies' interests and, who charge that the organization to which they belong is detrimental to discipline.—EDITOR.]

Elevated Collisions.

The painful frequency of collisions on the Elevated Railroad in New York since the introduction of electricity does not reflect much credit on the present management. These collisions, although insignificant in magnitude of disaster compared to the appalling catastrophe which occurred in September when a car full of passengers was dashed into the street, are nevertheless equally indicative of cheap methods and cheap men. In the early part of Oc-

tober a heavy laden flat car standing on the elevated track was struck by a motor car in the hands of a "green" motorman. The blow was of sufficient force to send the flat car away along the track at a speed that rapidly increased owing to a down grade. Fortunately a string of "empties" received the impact of the flying "flat," and while the damage was considerable, no one was hurt. A few days afterwards, while proceeding to the yard at 185th street, two other trains of "empties" collided, instantly killing Jacob Eury, motorman of the rear train. Doubtless the disaster would have been much greater, but it came out in the evidence before the coroner that the guards had all left their trains except two "green" men. This is a sad falling-off from the kindly discipline that existed during the management of the late Col. F. K. Hain. The economy of the present management is extravagance in the end. If they would pay better wages, there would be better service.—*Locomotive Engineering*.

English Figures.

According to official figures, 1,073 persons were killed and 6,889 injured on the railways of Great Britain and Ireland during the calendar year, 1904. Of the former number, 416 were employees, 115 passengers, 425 trespassers, 67 persons attempting to cross tracks, and 50 other persons. The deaths were thus above one-tenth of those (10,046) for the fiscal year 1904 in the United States. There are 297,997 miles of railroad, including duplicated tracks and sidings, in the United States, and 22,152 miles in Great Britain and Ireland. One person was killed for every 20.6 miles of trackage in Great Britain and Ireland and one for every 29.6 miles in the United States. The ratio of deaths of employees is one to every 53.2 miles in Great Britain and Ireland, and one to every 81.8 miles in the United States. The figures do not bear out the boastful claim of a greater protection of life in Great Britain. What were the relative numbers of passengers carried, and the distances they travel, we are not informed.—*Weekly Bulletin Clothing Trade*.

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DECEMBER, 1905.

A Day of Rejoicing.

With the believers in Christianity the world over the celebration of the birth of Christ is the most important of any day in the year. His exemplary life as handed down to us, with its uplifting influence, is worthy of a day of gladness, but as we add the hope of a future life, it becomes of greatest import to the believer in Him; hence, it is the greatest of all days, and appeals to the best that is in us. We would at least on this day emulate the example of the great Nazarene in an effort to heal the wounded heart, hunt out the distressed, from whatever cause, relieve the poor, and above all, make all we love feel that love, and in doing so partake of the happiness so created. Thousands of deft fingers, guided by love of doing something to bring a smile of pleasure, are now at work on tokens to make Christmas glad some. As we near the day the interest deepens, and the minds of millions are at work thinking what they may do to bring gladness to some one. Many of the poor are denying themselves many comforts for the sake of

making the children happy on Christmas day. The very thought of Christmas seems to soften the heart and to exercise a Christianizing influence, which is uplifting to all humanity. Even the childish faith in Santa Claus has in it a lesson of higher power, morals and destiny. They are taught to be good if they are to be favored by this mystic personage, and to connect the source of his goodness with the goodness portrayed in the life of Christ is but a step.

So all we do in the direction of efforts for the happiness of others uplifts the giver and makes as much for their happiness as for those who receive. Through these instrumentalities many misunderstandings are swept away, and the hand of fellowship is extended and happiness restored. So we hope the whole family of our great Brotherhood may enter heartily into the celebration of the birthday of Him who taught us how to practice the Golden Rule, each imbued with the thought of doing something to bring a smile of happiness.

We are not unmindful that there are many whose hearts are heavy from sickness or death of loved ones, but we trust that there are none who have not felt the sympathy and helpful fellowship of those around them, and realize through it that whatever our station or condition mentally or financially, whatever we may do for others is doing equally for our own happiness. So we may all do something to make Christmas the greatest day of the year in the upbuilding of Christian fellowship, the very foundation of society, and especially such associations as the B. of L. E. and G. I. A.

May what we do tend to peace in every home, so that we may enter the New Year ready to "do unto others as we would they should do unto us," and in the peace and the strength it gives. May the B. of L. E. prosper in 1906 as never before.

Journal Subscribers.

This is the time for soliciting subscriptions for the JOURNAL, so they may start with the beginning of the volume, and

there ought to be some one in every subdivision willing to make an effort to increase the JOURNAL circulation and incidentally its earning power for the charity fund, whether their own pay be large or small. It is a commendable object, and the premiums offered are extraordinary in value for the work of securing them and the watches are guaranteed to be O.K. in every respect. We ought to have a large outside list of subscribers, and we regret to say that the Trainmen get fifteen times as many as our members do, simply because they will ask people to subscribe, and that is all that is necessary to succeed with the JOURNAL. Each subdivision should take this matter up and create an interest in this beneficial work in which every member ought to be interested. If they do we shall have a large list of outside subscribers, and many members will have a watch they will be proud of.

Semi-Annual Password.

The password taking effect January 1, 1906, will be sent to the O. E. printed in cipher. The key to the cipher alphabet will be mailed to the F. A. E. The key and the password should never be kept together, and under no circumstances should they be taken from the Division room. We recently had a case where the secret work was in the pocket of the Chief Engineer when injured on duty, and the entire work fell into the hands of outside parties. The password is an important factor in our association with those who are members in good standing, and every care should be exercised to keep it within the scope intended, hold rigidly to it, and there will be few impositions upon the membership.

Reports of the Grand Office.

No more important duty devolves upon the officers of subdivisions than prompt reports to the Grand Office, and at the close of the year too much stress cannot be put upon the necessity for prompt annual reports to the F. G. E. on blanks furnished for that purpose, stating the actual condition and numerical strength

of the subdivision. This report should be ready for completion at the close of the last meeting in December.

Another very important duty is to forward the name and address of the O. E., F. A. E., Sec'y of Insurance, and delegates for the ensuing term. The subdivision addresses will appear in the February number, which closes on the 15th of January, and all changes must be sent in prior to that date or be left out for the first six months of 1906. There can be no excuse for not having that list correct, as the time is ample between December 23rd and January 15th, and we shall expect prompt attention to these duties, and hope there will be no delinquents when we go to press.

A Pleasant Surprise.

Mr. Ray Allen, trainmaster Burlington Road, Brookfield, Mo., called at the headquarters of the B. of L. E. on Oct. 30, and gave the Editor a very pleasant surprise. Ray was a dispatcher at Brookfield when the Editor was an engineer in the service of the Q before the unpleasantness of 1888, and he was a first-class manipulator of the key. Our pleasant talk of old times brought to mind very many faces of old friends still living and some not now with the living. Having spent seventeen pleasant years in the interesting city of Brookfield, Ray's visit made us long for a few days among our old friends and acquaintances, and we hope to find time for that pleasure in the near future.

Madden's Magazine.

Bro. Edwin C. Madden, an active member of Detroit Div. 1, was formerly in active service on the Michigan Central; but eventually secured an appointment in the Detroit postoffice, in which position he demonstrated executive ability to such an extent as to attract public attention, and about six years ago, highly recommended by Bro. P. M. Arthur, Brother Madden was appointed Third Assistant Postmaster General, a position he has filled with great credit to himself and to the B. of

L. E., and great saving to the Postal Department. His association with the Postal Department drew his attention toward the publications it became his duty to classify, and with his large acquaintance with public men with literary tastes and ability, he concluded there was a field for a magazine of large diversity of thought, news of the world condensed for the busy man and the best stories for the family, and he is putting this thought into practice under the title of *Madden's Magazine*, something like *Munsey's* and *McClure's* in size, subscription price \$1.00 per year.

Under the postal laws and regulations magazine rates, which are necessary to the publication coming into existence, can not be secured without a good list of subscribers, and Brother Madden is depending upon the brothers in the railroad organization for support in this particular. Those who are inclined to give him their subscriptions need have no fear but that they will be repaid in the character of the magazine and the benefits it will confer, and all who desire good clean reading should send \$1.00 to *Madden's Magazine*, Washington, D. C., together with their own name and address.

Wood Craft.

A new monthly magazine for wood workers in all branches of that trade, comes to us dressed in a handsome cover in decided harmony with the subject matter within; the large number of fine half-tone illustrations, with some sixty pages of entertaining and instructive reading on a wide range of up-to-date topics, with enough spice interjected to relieve the possible monotony of facts and figures, is a great credit to its genial and resourceful Editor, Mr. R. I. Clegg, as the mechanical work is to the credit of the Gardner Publishing Co., from which it emanates. The superior quality of the magazine will surely commend itself, not only to wood workers and those interested in wood products, but to every one who delights in high class mechanical literature.

Cleveland, Ohio, Union Meeting.

A Union Meeting under the auspices of Divisions 3, 31, 167, 318 and 542, assisted by the local Divisions of the G. I. A. 62, 65 and 278, held in Cleveland on November 16 and 17, proved to be a success in every particular. Traffic demands kept many from coming, and in consequence the number in attendance was not as great as was hoped, yet the attendance at the secret meetings was fair, and the good accomplished in the two meetings on Thursday, and morning meeting on Friday in the Hollenden Hotel Assembly Room, with Bro. W. B. Prenter, F. G. E., presiding, will certainly bear good fruit, as many subjects within the scope of associated efforts were brought up, resulting in a correct understanding of the application of our law and our duty to each other as a fraternal body.

Before closing the meeting a committee on thanks was appointed, composed of Brothers W. T. Coulter, E. N. Brown, H. H. Rogers, G. T. Bell and F. H. Tucker, who presented resolutions thanking the Hollenden Hotel management, the Chamber of Commerce, and the railroads.

On the evening of the 16th the Chamber of Commerce tendered tickets to Keith's Opera House, which were generally accepted, and a very pleasant evening spent.

While the Brothers were in session the visiting ladies were being entertained by the ladies' committee representing the local Divisions of the G. I. A.

On Friday, at 2 p. m., the public exercises were held in the Chamber of Commerce Hall, which was well filled with an interested audience, and the occasion was made somewhat notable by the presence of Grand Officers of the B. of L. E., and particularly so by the presence of Grand Master Morrissey, Vice Grand Master Lee, and Secretary and Treasurer King of the Brotherhood of Railway Trainmen.

An excellent orchestra played an overture composed of southern melodies while the audience was being seated.

First Grand Engineer Bro. W. B. Prenter, who officiated as Chairman, called the meeting to order and requested Bro.

M. H. Shay, General Secretary Insurance Department, to open the meeting with prayer, and he responded most commendably.

The Chairman, after stating the object of the meeting, alluded to the fact that headquarters of the order had been in Cleveland over thirty years and that it had had a part in the growth of Cleveland, that our finance and expenditures had been of considerable magnitude, and that we desired better acquaintance with the citizens of Cleveland, and to have them have better acquaintance with the B. of L. E. and its objects, stating in a general way what the aims and objects were.

He then introduced City Solicitor Newton D. Baker who, because of the absence of Mayor Johnson, had been assigned the duty of extending a welcome to Cleveland. After expressing Mr. Johnson's regrets, he said he was reminded of a story of two explorers meeting in London and embracing though they had never seen each other before; that their common experience drew them together in a common bond of sympathy and brotherhood, "and so I conclude that a common life makes you friends;" told some good stories to illustrate the steady nerve of the engineer under difficulties, and evidence that men on the engine knew their business; complimented the various railroad organizations meeting together in a fraternal spirit, and work for the common good of all of the associations, closing his remarks by extending on behalf of the Mayor and the citizens of Cleveland a most hearty welcome.

After "Yankee Grit" was rendered by the orchestra, the Chairman introduced Bro. P. H. Morrissey, Grand Master of the Railway Trainmen, who delivered a short but very much appreciated address. After expressing his appreciation of the opportunity to mingle with and talk to members of our organization he said that he had heard Brother Arthur tell of the great struggle of the Brotherhood of Locomotive Engineers in their infancy, "and we not only concede them first place in organized effort, but will say no greater compliment could be paid the engineers

than to say that there are several other organizations that have taken the cue from them and have organized into great organizations;" told of the Trainmen's struggles and said they had a particularly friendly feeling for the engineers, from whom they took their first lessons, and 80,000 send greetings. He said these great organizations were models from a business point of view, and that they never break their word with contracts with officials. They may be criticised because they will not go out on every provocation, but cannot be criticised because they break faith with themselves or the employers. He told of accomplishments in the past and said they are meeting daily with need of organized effort. He discussed the age limit fad that drove men out of service when they were at their very best, and said that the fad had been carried to such an extreme that gray hairs had become a mark for the industrial scrap heap, that gray hairs and physical examinations had made more tramps and indigent men than all natural causes. "What we want," said he, "is that men be kept in service as long as they can render proper service, regardless of age or gray hairs." He said that wrecks did not come from these causes, but primarily from long hours. He declared that trainmen in all departments were compelled to work too many hours to insure safe traffic on the roads; that there was no doubt but that most of the accidents are attributable to exposure and overwork on the part of trainmen.

"There is no other occupation today in which men are forced to be more alert and active, and yet are expected to remain in service so many hours at a time," he said. "Laws should be enacted to protect the railroad man. We should work unitedly in an effort to procure the enactment of measures providing for the maintenance of the families of railroad men who meet with misfortune. If railroad companies can be forced by legislation to install safety appliances for the benefit of the patrons of the road, it would be no more than fair that the employees themselves and their families should be taken care of.

"We hear about the shipping rates and what benefits passengers should receive from the roads they patronize, but all the time the vast army of our dead and the train of mourners who follow the victim march past unheeded. There should be provided by law a compensation act forcing the railroad to provide an annuity for the family equal to the earning power of the injured man."

The speaker also deplored the introduction of cheap labor from Europe and Asia and said, "The standard of living is an economic factor in fixing wages, and to secure advance in the standard of living we must have better wages, and to do so we must work to head off undesirable foreign labor, and the railroad men's organizations should take a more active part in arousing public interest to the need of legislation against the evil;" and in closing said, "I come to congratulate the B. of L. E. and to bring greetings from the Railroad Trainmen, who extend to you best wishes and the fraternal spirit of fellowship."

After the orchestra rendered "Sambo's Delight," by Bro. D. Everett, the Chairman introduced the Hon. J. J. Sullivan, United States District Attorney, who is a noted orator, but was suffering from a cold, to the exclusion of an address, but by request of Brother Donovan, with whom he is acquainted and on whose train he rides every day, he gave a graphic word-picture of a live locomotive coupled to a train laden with precious lives of loved ones, youth and age waiting for the journey to their various destinations, with all confidence in the steady and skillful hand in the cab. He tells of the engineer's final inspection to see that everything is right, and then at the magic touch of the hand of the engineer, sees the engine leap and bound with her load of human freight out into the storm of the black night, with smoke and fire streaming from its throat. "Faster and faster she goes, among the hills and valleys, around curves, over bridges, and every minute screaming, 'Out of the way! Out of the way!' Yet, back yonder in the coaches, they all sleep peacefully, for they

all have with them on the flying train, God, the angels, and the engineer." The above is but a synopsis of the graphic picture he painted and which brought him a grand ovation from his auditors.

The Chairman, Bro. Prenter, then introduced Rev. H. F. Stillwell of the First Baptist Church, and we regret that we cannot give his address in full, but will have to be content with giving such synopsis as the impression made upon the Editor makes possible.

He began by saying that he was impressed with the situation, that he had never had an opportunity before of speaking with men with whom he could never catch up, owing to the length of the train. He said he could not describe graphically his conception of a train as he sees it speeding through space, but paid a high compliment in giving his conception of the character of the man at the throttle.

He said that two important elements entered into industrial life—transportation and communication—both creating a tendency toward brotherhood, and the tendency in our country in this direction is supreme and above all others in this respect. He then took up the trend of that which led to the brotherhood of man as we see it here, going back to the dark ages. He alluded to the invention of type, the discovery by Columbus, the printer and literature communicating ideas, creating religious and political differences, and religious sects, intolerance including the great sacrifice of hunting for liberty in the New World, and cited the obligation taken in the cabin of the "Mayflower" as the first compact of brotherhood which expanded over the continent, love of liberty created the tempest that resulted in constitutional liberty, the flag and the constitution, of which Gladstone said, "Never from the brain of man did such a good document emanate," that Lincoln stood for universal brotherhood, and the war with Spain for liberty and humanity; and so has grown the broader idea of brotherhood. Japan settles the war with Russia, not for indemnity, but for the sake of humanity, culminating in President

Roosevelt's square deal for every man, a universal law written because of the nature of things that will eventually govern between the two great forces, monumental capital and manhood; the man shall reign and the power of the toiler, and not the dollar, shall govern. Americans are teaching the world that man is the mightiest thing and counts for more than all else. He cited the life of Christ and said, "The man that will be greatest among you, let him be your master, and he that is greatest of all, let him be your servant." The inference we draw from this is that it is the greatest and broadest mind that can serve within the law for the best good of all. While he stood for the brotherhood of man in the broadest sense, he firmly believed that there can never be a condition where all men can be lifted up together. Skill must be up, and the best men must naturally be first, but all helpful to the weakest that none may suffer. He said he had read all the provisions in our constitution and believed in everything put into that constitution, and said there should be a revival, an agitation, until every man became a member of the order, and took his rightful part in it; that touching elbows and concentration is what wins, and that fair, honest arbitration means justice. The whole world is traveling toward a new order of the brotherhood of man.

Grand Chief W. S. Stone was then introduced and received an ovation as he arose from his seat. We give the following excerpt of his speech:

He opened his address by saying that the question of labor was as old as the world and that the struggle for rights had been on for ages, but each year labor is learning more of its natural and moral rights, learning right pathways to success and gaining numerical strength because of the benefits that have accrued from organized effort, and as 72 per cent of the votes are cast by laboring men there is nothing they deserve they could not obtain if they would only express their preferences in one voice. He said labor unions represent long years of struggle and study, a gradual evolution toward

better conditions, while they learn to avoid the errors of the past; touched upon the evils of child labor, called attention to the great factor employed by the railroads, 1,250,000 men, or with their dependents about 7,000,000 of the American people supported through service on the railroads, and discussed the conditions under which they serve and public interest in the quality of men in the train service; told of the inception of the organization and its gradual growth and benefits, and that we now had 691 subdivisions and 52,000 members, that the organization stood for better living and the upbuilding of character, that the order had contracts with 90 per cent of the railroads of the country and that these contracts were carried out to the letter. He said that strikes were sometimes necessary, but arbitration was one of our cardinal principles, and that living within our law was our creed, and asked, "Do you live up to your creed 365 days a year?"

He gave a history of the insurance department and said we had paid out \$14,747,000 and that if we had never done anything else than to scatter that sum in the homes of the widows and orphans, we would have erected a great monument to the order, and in closing paid a high and just compliment to the Ladies' Auxiliary.

Mrs. Mary E. Cassell, Grand Vice President of the G. I. A., was then introduced and said she had fixed up a speech, but that the speakers that had preceded her had stolen all the good things she had in mind so she would talk to them at random as the thoughts came to her, and she succeeded in making an excellent address in which she injected some plain truths good for those it did not hit, and good lessons for those it did. She told of the inception of the organization, the struggle for recognition and a place in the field of organized effort where they could encourage and help those who were in the line of battle, and at the same time practice that charity for which they were organized, made a strong plea for the Auxiliary insurance, and told the Sisters

how much they might do toward keeping their husbands from getting behind in dues and their duties to the B. of L. E. Her address was full of good points and at the close of her address the chairman of the committee of arrangements presented her with a handsome bouquet.

As Sister Cassell was the last on the program, the audience began to move, but the Chairman, Bro. Prenter, called for order and stated that Bro. Everett, T. G. E., wanted to have something to say to them and introduced him. Brother Everett said Brother Prenter was trying to have some fun at his expense, that he had invited him to speak, that he was not going to take much of their time, and told a hitting story, "Speeches hot and speeches cold." He then paid a splendid tribute to his long-time friend, the friend of all right-thinking men, and the master mind which gathered together the fragments of the B. of L. E. in 1874, and cemented them together into the great organization of today, Bro. P. M. Arthur, closing his address with a fine poem of his own, "What is Life?" and the audience was well pleased with their detention.

The Grand Ball in the evening was a splendid success; the great hall of the Chamber of Commerce was well filled, and the grand march was an imposing spectacle as they proceeded in columns of two, four and eight, finally spreading out into the whirl of a waltz. The music was excellent, and a large number danced out the day and well into the next, an evidence that they were enjoying the splendid entertainment arranged by the committee, who worked with a will, and with signal success.

The Committee of Arrangements were as follows:

Brothers W. B. Prenter, F. G. E., Div. 318, Chairman; C. F. Sipher, Div. 31, Secretary; Geo. Clemens, J. Wolff, W. H. Van Wie, Div. 3; D. Everett, O. Tyler, W. H. Bockius, Div. 31; B. Whalen, J. V. Reynolds, F. Green, Div. 167; W. T. Smith, A. W. Cotton, Div. 318; W. E. Futch, C. E. Richards and W. D. Ballard, of Div. 542.

A Model Meeting.

Among the many happy events that transpired during the month of October was the Union Meeting of the Delaware & Lackawanna System at Scranton, Pa., October 29. The reason for calling this a model gathering is that the *Scranton Tribune* in its issue of Monday, October 30, says that the B. of L. E. is the Model for the World, and furthermore says this particular assembly was a very unique affair. The following Divisions were represented: 31, 167, 263, 171, 276, 305, 468, 543, 272, 311, 434, 533, 673, 165, 367, 152, 403.

Total number of members present at the afternoon session, 110. The morning session was called to order at 10 o'clock, with Bro. Joseph Hobbs, Chief of Div. 276, as Chairman, and Bro. R. W. Cox as Secretary. Meeting opened with prayer by Bro. Deloss Everett, T. G. E., after which Bro. Joseph Hobbs in an appropriate speech welcomed the visiting Brothers to the great mining city of Scranton.

Bro. Patrick Fennell, of Div. 152, better known as "Shandy Maguire," our Immortal Bard of Oswego, was called upon to make the opening address, which he did, to the queen's taste, for he brought his old-time Irish wit and humor into play, and the shouts of applause that followed gave evidence of the fact that "Shandy" still holds his place as King of the Realm, where he has held sway for so many years in our history. After he had finished the Chairman introduced Bro. Warren S. Stone, our Grand Chief, who gave an address which covered the past and present history of our organization. In words which could not be misunderstood he pictured the needs of the present hour. Every word he uttered and every line of his speech was full and replete of what might be justly termed good common horse sense. He was frequently interrupted by applause that told he had a place in the hearts of his hearers, and at the close he received an ovation which would have compensated the most ambitious for an effort of like character. After this we adjourned for lunch.

Afternoon session called to order at 2:40 o'clock, when upon request the Grand Chief addressed the Brothers who were not present in the morning, and as he had a call at Richmond, Va., he bade the Brothers goodby and left Scranton at 3:15 p. m. for his Southern destination.

Brother Deloss Everett, T. G. E., was called upon and he delivered a very appropriate address on the friendship that should characterize our intercourse with each other as members of the Brotherhood. Then the following Brothers spoke on the good of the order: Brothers Joseph Davidson, M. A. Brophy and Joseph Nixon, of Div. 171; Brothers E. Rose, J. Hobbs, J. Troch, J. McAndrews, Chas. Reese and H. A. Tewksbury, of Div. 276; Bro. J. E. Clark, of Div. 311.

The evening meeting, which convened at 7:45 o'clock, can best be told by the following from the Scranton *Tribune* of Monday, October 30:

UNIQUE MEETING OF THE LACKAWANNA ENGINEERS.

A remarkable meeting took place yesterday in Guernsey Hall, when the members of the Brotherhood of Locomotive Engineers met with the officials of the Lackawanna railroad and one congratulated the other upon the splendid relations which existed between them.

The spirit of conciliation, so often desired between capital and labor, was more than exceeded.

The primary occasion of the gathering was the first visit of Grand Chief Stone to this city. Mr. Stone succeeded the late Grand Chief P. M. Arthur and the call yesterday was therefore more in the nature of a complimentary one to introduce himself to the local members of the Brotherhood.

The notable gathering of the day was held in the evening, the meeting being public, and was presided over by John R. Troch, the veteran engineer of Scranton. The meeting was opened with prayer by D. Everett, after which Chairman Troch welcomed the following officers of the Lackawanna to the meeting: Division Superintendent E. M. Rine, Master Mechanic Henry Shoemaker, Trainmaster John McCann, Superintendent of Air Brakes P. J. Langan, Master Car Builder Robert McKenna and Chief Agent J. E. Adamson.

In his opening address Chairman Troch said that he had been asked as to what trouble there was with the Lackawanna. He had made the reply "Nothing." He then invited the officials of the company to answer the same question.

Superintendent Rine responded by stating that it was a genuine pleasure for him to answer such an easy question by complimenting the engineers employed by the Lackawanna, as well as the company itself, upon the splendid relations which

existed between them. They were always ready to co-operate for the furtherance of the interests of the company and to give the patrons prompt, speedy and safe transportation. He could say that the company was proud of its engineers, as well as the men in the other departments. They all appreciated the onerous responsibilities of their positions and were careful and faithful in carrying them out.

Master Mechanic Shoemaker said that it was a pleasure for him to bear testimony to the courteous manner in which the engineers of the Lackawanna road assisted him in his duties. They were not only intelligent, but were honest in their care of the company's property and showed every determination of doing their best. No man could do more.

Chief Agent Adamson, who is a great favorite with the employees of the company owing to his jovial ways, was called upon for a few remarks and made one of his rousing speeches. He pointed out that if all bodies of men, united for their mutual interests, exercised the same common sense and honesty as shown by the engineers there would be no strife between capital and labor. The Brotherhood was a pattern for all labor bodies and was well worthy of emulation.

A. F. Duffy, inspector of safety appliances interstate commerce commission, who was in the employ of the Lackawanna Company for twenty-four years, dwelt upon the good feeling which existed between the company and trainmen whom he represented for many years, and referred to the splendid equipment of the Lackawanna road, which was second to none in the United States. Hon. John R. Farr in speaking of the duties of capital and labor congratulated the Lackawanna Company and its employees upon the good feeling which existed between them, and remarked that they presented a model to the employers and employees who were unable to settle their own difficulties in a businesslike way.

Remarks were also made by Trainmaster McCann, P. J. Langan, P. Fennell, E. T. Swartz, Art Loomis, Joseph Hobbs, D. E. Parmeter, E. Rose, C. P. Ashelman, D. Everett. Musical selections were given during the evening by the Watkins orchestra.

The closing address was made by Jas. E. Clarke, of Binghamton, General Chairman of the System, who stated that there were no differences on the entire system of the Lackawanna Railroad.

A VISITOR.

LINKS.

A UNION MEETING will be held in the Park theater, Broad and Fairmount ave., Philadelphia, Pa., December 17, 1905, under the auspices of Div. 71, B. of L. E., in commemoration of their fortieth birthday. A secret meeting will be held from 9 a. m. to 12 noon, and a public meeting at 2 p. m. G. O. E. Stone will be present,

and all are invited who can possibly attend. Hotel Hanover, 12th and Arch Streets, will be headquarters.

R. H. HARVISON, Sec'y of Meeting.

H. R. FULLER, who has been joint legislative representative of the B. of L. E., B. of L. F., O. R. C., and B. of R. T., at Washington, D. C., for some period, and having proven satisfactory, has again been chosen by the heads of these organizations as the legislative representative for the first session of the 59th Congress, with address at 206 Delaware Ave., N. E., Washington, D. C., where he should be addressed by anyone desiring to correspond with him.

HON. EDWIN C. MADDEN, Third Assistant Postmaster General, member of Div. 1, contemplates starting a new magazine, which I believe will be well patronized by our Brothers. Would it not be a good idea to subscribe for the Madden Magazine through Bro. B. F. Oliver, of Div. 407, our worthy Brother who is now in the magazine business? It would help Brother Oliver to health, Brother Madden to wealth, and give our members good cheap literature. Hoping the Brothers will consider this I am, Fraternaly yours,

D. W. McDONALD, Div. 581.

I WISH to say to the members of the order at large that the old and reliable Erie Railway is not going to be outdone in the matter of pensioning its old and faithful employees. On November 4 notice was received by the local officers in Meadville, Pa., to place Brothers John W. Wheeler and Wm. B. Dunbar on the pension list, which is very much appreciated by the two named Brothers, and by all other employees at this point. Brother Wheeler is now in his seventy-third year, and Brother Dunbar will be eighty his next birthday, and both have been in the service of the company forty-three years. They are both old members of Div. 43 and deserve the honor. The Erie has also had all mail cranes moved so they are out of reach of the enginemen in the cab, which certainly speaks well for all officials of the Erie. Yours fraternaly,

W. E. NICHOLS, C. E. Div. 43.

THE many friends of Bro. O. I. EVANS who for nine years filled the office of F. A. E. of Div. 517, Sedalia, Mo., will be pleased to learn of his appointment on Nov. 1, 1905, to the position of Traveling Engineer for the M., K. & T. Ry., with territory north of Denison, Tex., to St. Louis, Mo., except the Choctaw Division.

Brother Evans has served the following companies as engineer: Burlington prior to the strike, Jacksonville & Southwestern, living at Jacksonville, Ill., Oregon Short Line, living at Pocatello, Ida., and on almost every division of the M., K. & T. System. Brother Evans, although a young man in years, has had considerable experience as a locomotive engineer.

While Div. 517 is the loser of an honored officer and member, the M., K. & T. the winner in securing such a man for this responsible position.

This is the second time in the past two years that Div. 517 has had members taken from its ranks to fill the position of Traveling Engineer, and each time with satisfaction to both the engineers and the railroad company. Fraternaly yours,

F. D. JAMES, C. E. Div. 517.

Div. 156 is about to put up signals for 1906, proud of our glorious past record and abiding in our faith for the future. Div. 156 wishes to extend a happy and a prosperous New Year to all of our Brotherhood. Not only has our membership increased in goodly numbers, the character of our membership and its officers is cause for honest pride. We have our doors carefully guarded; only the truest and tried of our calling are admitted into our ranks. We stand in solid phalanx, fighting the evils of our times—intemperance, profanity and corruption in high and low, and the ills that affect our body and our fellow man.

Never since the first flag of our grand old Brotherhood was unfurled in Old Alabama have we so commanded the respect and confidence of all good men as we do this day. We hope to march through 1906 with a stately step to fulfill our obligations, defend our principles, and maintain the dignity and honor of our Brotherhood.

May every member of the order stand steadfastly for right duty and the perpetuation of our grand old ship, the B. of L. E., is the wish of
DIXIE.

On Saturday, Oct. 21, Wabash Valley Div. 364, G. I. A. to B. of L. E., was organized. We had with us Grand Vice President Sister Cassell, Grand Secretary Sister St. Clair, and Sister Simms, Grand Organizer. We also had sixteen Sisters from Cora Smith Div. 143, of Elkhart. A most enjoyable day and evening was spent. At 7 p. m. we marched to the banquet hall, where a sumptuous repast had been prepared. (This is where the Brothers of Div. 461 were conspicuous.)

Sister St. Clair spoke feelingly of the B. of L. E., and the struggle it was to attain the position we now hold. Sister Cassell also spoke interestingly.

The Brothers of Div. 461, and Sisters of Wabash Valley Div. 364, cannot at this time find suitable language to express their gratitude to the Sisters of Div. 143, and we extend to them a cordial invitation to meet with us in the near future.

Our new Auxiliary has started its career under the most favorable conditions, and though a small division, we have every reason to believe that it will be a banner division and a great help to Div. 461.

With the best wishes for the Sisters of Div. 143, and again thanking them for their valuable services, I am

Fraternally yours,

W. F. HOCKADAY, F. A. E. Div. 461.

THE Nashville, Chattanooga & St. Louis Railway is distributing a very beautiful lithograph, 18 x 25 inches, of the famous engine "General," which is now on exhibition in the Union Depot, Chattanooga, Tenn. The picture is handsomely embellished in colors and ready for framing and will be mailed to any address for 25 cents. The "General" was captured by the Andrews Raiders at Big Shanty (now Kennesaw), Ga., on the Western & Atlantic Railroad, April 12, 1862, and was recaptured by Conductor W. A. Fuller, Anthony Murphy and others, near Ringgold, Ga., after an exciting chase of about ninety miles. It was one of the most thrilling exploits of the Civil War. The object of the raid was to burn the bridges on the Western & Atlantic Railroad and cut off the Confederate Army from its base of supplies. A booklet, "The Story of the General," will be sent free upon application to W. L. Danley, G. P. A., N., O. & St. L. Ry., Nashville, Tenn.

BRO. FRANK MOYER, member of Div. 42, St. Louis, Mo., and an old and esteemed member of the order, was recently honored by the members of Div. 42, for valuable services rendered.

Brother Moyer was born at Lehighton, Pa., and spent his boyhood days among the hills of Pennsylvania. He decided to come west and seek his fortune and landed in Wisconsin, where he secured a position as fireman on the Old Mineral Point R. R., where he served three years. He then went to the N. P. where he fired about three months, when he was promoted to the position of engineer, in which capacity he served the N. P. about two years, when he came to the Iron Mountain in 1873, where he has remained in continuous service since.



BROTHER FRANK MOYER, DIV. 42.

During all these years among us, by his wise counsels and good example, he has endeared himself to his Brothers, and our respect and esteem culminated in a recent happy event when, after the business of the meeting, our worthy guide, Bro. Geo. Pendleton, said:

"Brother Moyer, we are glad indeed to honor a man who for five and thirty years responded so promptly, regularly and faithfully to duty's call, or in the meetings of the Brotherhood of Div. 42, where all have felt your influence and been benefited by your presence for thirty-two years of this time. Not long ago you refused the acceptance in money of a gift from your Brother members, who, however, were not in the least daunted by your sturdy refusal, but more firmly determined than ever to convince you that your services for the good

of the Division and the betterment of your fellow members are appreciated, and in grateful recognition of your excellent work as a Brother and a member, they present you this chain and charm; the charm in the form of a shield they hope will prove a guard against the many dangers which every railroad man encounters in his daily life.

"With this little gift they offer their heartiest good will, congratulations, best wishes, and hope Brother Moyer, you may live many years to enjoy and wear it at the meetings of Div. 42."

Brother Moyer feelingly replied to Brother Pendleton, and as the tears trickled down his cheeks, all who were there partook of his feeling and moist eyes were seen all about the room.

Many of the Brothers will remember Brother Moyer as delegate to the Milwaukee convention, and on committee of arrangements at the St. Louis convention. He was one of our first committee of adjustment, helping to secure the first contract between a railroad company and the Brotherhood.

THEO. NAGLE, Div. 42.

BOSTON Div., 61, held one of its most important and busy meetings Nov. 12, and owing to business being "on the boom," had a small attendance, about 110. In the routine of business after opening, several important matters were satisfactorily disposed of and four candidates initiated. Bro. William A. Kempton, Secretary of Insurance, gave a very interesting account of the receipts and expenditures by members of Div. 61 who are insured. It covered the period of his ten or eleven years of service as Insurance Secretary, and was actually a financial statement. Number of insured members, 255; amount received since 1894 by payments to holders of policies or their heirs, \$55,000; amount received by members or heirs over what they had actually paid out, \$18,170.25. He ably set forth the value of the insurance as an investment to the members of the Division who are physically able to take out policies, also that the returns are a good revenue from the investment made by the injured members of the Division.

The hour of noon having arrived, a recess was called, and all retired to the dining hall where we sat down to oysters in every style, furnished by the hall and entertainment committees.

The afternoon session was opened by a lecture on the air brake, it being one of a series given by Brothers Lorimer and Rickeman of the Air Brake Department of the B. & M. Railroad. Brother Rickeman, of Div. 64, Chief Air Brake In-

structor of the B. & M. R. R., gave us a good lecture on the nine and one-half inch pump, using colored drawings, dealing with it in all its details, its effects and defects, and the care and management for economy and efficiency. Eighty-five members were counted as attentive listeners, and during the lecture the speaker had the undivided attention of all present.

Returning to the inner hall, business matters were disposed of, and the nomination of officers for the coming year, resulting in the selection of nearly all the old board of officers, told of the interest and harmony in the work of our Division in the past year. Div. 61.

JARED C. THOMPSON, or "Yankee" Thompson, as he was commonly known,



BROTHER J. C. THOMPSON.

and one of the original pioneers of the B. of L. E., whose photograph is herewith reproduced, was an engineer of some years' standing on the Michigan Central prior to the organization of the Brotherhood of the Footboard, and Bro. McCurdy, still a member of Jackson Div. 2, says that he and Yankee Thompson, Thomas Nickson, Thomas Heywood, Henry Lathrop and H. D. Robinson, met at Yankee Thompson's house, Marshall, Mich., and organized a society which in

time became part of the B. of L. E. as Div. 2, the Division afterwards being moved to Jackson, following the movement of the shops to that place. Some time after the Jay Cook failure, Mr. A. P. Farrar, M. M. of the Michigan Central, received the appointment of superintendent of machinery of the Northern Pacific, and Yankee Thompson, with others, gravitated to that road, and ran between Brainard, Minn., and Fargo, N. D., for several years, and eventually was promoted to foreman at Dickinson. Being considerable of a politician, he secured the appointment as postmaster of Dickinson under President Harrison, and again under President McKinley's administration.

Mr. Thompson was of a vigorous nature, and was energetic in pushing whatever he undertook, and as one of the pioneers did good work in the infancy of organized effort, and earned a place in the history of the organization, now as broad as the continent in its ramifications, and the mother of benefits to engineers that he and his then colleagues could never have dreamed. Mr. Thompson lately responded to the last call, leaving behind very few who had part in the inception of the B. of L. E., and Brother McCurdy must be standing nearly alone among the original number.

We hope to present Brother McCurdy's picture, accompanied by a narrative of his long and eventful experience in railroad life.

EDITOR.

ON Sunday, Sept. 10, Div. 61 held their annual excursion to Old Orchard Beach, and by the courtesy of the officials of the B. & M. R. R., were furnished transportation for themselves and families from and to all the different engine headquarters, and many availed themselves of the opportunity to spend a day at the seashore. The Brothers and their families began to arrive at the beach just before noon and one of the first duties was to select a place to get a "shore" dinner, and of which there was variety and plenty. After dinner all enjoyed themselves by watching the crowds strolling on the sands and bathing in "Old Ocean," and all voted it one of the pleasantest "annuals" in 61's history, returning home about 6 p. m.

One little incident detracted somewhat from the pleasure of the outing, however, as some of the "light-fingered" gentlemen in the crowd relieved many of the visitors of pocketbooks and watches, etc., but all otherwise enjoyed the day immensely. Many thanks to our officials of the B. & M. for their kindness.

Speaking of "shore dinners," I might mention one which about thirty of the

Brothers and Sisters had at Salem Willows a few Sundays ago, and to which the writer gladly accepted an invitation. The arrangements had been made beforehand, and all sat down to one of the best that the Adams House, with its excellent chef, could furnish.

Before dinner the Brothers and Sisters enjoyed immensely having "Maude," the fortune teller, give a life reading for Brother and Sister Shackley and also of Brother and Sister Woodman, "on the quiet." After Brother Rose had taken group pictures of all, including "Maude," and the party had purchased souvenirs to take home, all voted the affair a grand success which should be repeated.

I might add that Brother Wardwell took first prize for eating fried lobster, the honors for eating clams being equally divided between Brothers Mitchell, Shackley and Woodman.

Another pleasant incident was the gathering at Brother and Sister Getchell's home in Somerville, on the evening of September 19, of about fifty of the Brothers and Sisters of Div. 61, it being the twentieth anniversary of their wedding day, and all enjoyed the surprise of Harry and Fannie as we filed into their pleasant home without notice. Light refreshments were served, and during the evening Bro. Wardwell, in a few words, presented on behalf of the friends present the happy couple with an elegant dinner set, and wished them all the happiness and prosperity possible through life. The evening until a late hour was spent in playing games and a general good time for all. Harry, for himself and also for Fannie, thanked the friends for their thought and kindness, and said the evening would always mark a beauty spot in their lives' history.

Brothers and Sisters Shackley and Woodman were the originators of the affair, and to them is due the success which attended the surprise.

Yours fraternally,
N. H. B. W.

I TAKE the liberty of writing you a few words about Waukesha, Wis. This is a beautiful, prosperous little city with a population of about 7,000, and is noted for its springs of wonderful health-giving water, numerous parks, hotels, sanitariums and amusements. It is visited each season by thousands of tourists from all parts of the world, most of them being afflicted with rheumatism, Bright's disease, diabetes and stomach troubles for which this water is especially beneficial.

I notice from reading the JOURNAL frequent deaths recorded from Bright's disease and diabetes, and for the benefit of those Brothers who may be suffering from

diabetes, I would say that I came here by the advice of friends last March suffering from diabetes mellitus, which was pronounced incurable by three prominent Wisconsin physicians, who stated that medicine could not give me any relief, and there was absolutely no hope. I drank Waukesha spring water and in less than two weeks my condition improved wonderfully. I stopped taking medicine when I came here and continued to diet myself and drank freely of the water. I am rapidly recovering my former good health and am satisfied it will be only a short time before it will be fully restored. Last fall my condition was such that I had to give up my engine and take lighter work, but this summer I am back on a steady run between Waukesha and Chicago.

Any Brother desiring to write me will receive a prompt reply, as I shall be glad to assist anyone with information that will save him from suffering as I have done. Yours fraternally,

JAS. LAFLEUR, 419 Caroline St.,
Member Div. 80, B. of L. E.

STAR OF 1900, Div. 188, G. I. A., sent out a call a few days ago for all B. of L. E. engineers, members of Div. 192, that were in El Paso to meet them and to bring their families with them on the night of Sept. 29th. As many of us had been there before, about every B. of L. E. man in town made it a point not to get left, and every road entering El Paso was represented. The ladies received no regrets, before or after.

They gave us a fine entertainment and closed it with a banquet where, as Sister McBean, past president, who made the address of welcome said, they appealed to our hearts through our stomachs, and the appeal was not in vain. After the opening address there followed the song (sung by all the Sisters of 188) of Sister Hines, written for a far away northern Division and published in the May JOURNAL:

"To the G. I. A. ever loyal,
To the B. of L. E. ever true,
Our colors will stand out forever,
The purple, the red, white and blue."

It was cheered to the echo, and was followed by songs, recitations and speeches by the children, in a program lasting over two hours and causing each and every one to forget the cares of tomorrow in the pleasures of today. I cannot do justice to the evening, nor can I pick any best where all was so good.

After the program came the supper, and if there was a Brother or Sister present who failed to do justice to that, I did not notice it. The Brothers made me

think they were trying to follow the old New York country saying—"If you clear the table, you kiss the cook." Well, some of them may have kissed the cooks, but not because they cleared the tables, for the ladies have evidently met the Brothers at the table before.

After an address of thanks by Bro. Arthur Fitzpatrick, F. A. I. of Div. 192, we slowly drifted toward home, feeling that other Divisions of the B. of L. E. may have as good an Auxiliary as 192, but you better not tell us they have any better. Till next time, Au revoir.

Fraternally yours,
M. N. GEDDES.

THE second system union meeting on the B. & O. S. W. was held in the Masonic Temple, Seymour, Ind., Oct. 24, 1905. Grand Chief W. S. Stone and representatives from the different Divisions on the system were present. The meeting was called to order at 1:30 p. m. by Bro. F. A. Evans, of Div. 89, who, after stating the object of the meeting, welcomed the visiting Brothers and introduced the principal speaker, Grand Chief Stone, to the assemblage.

Brother Stone spoke on the general conditions of the order, the increased membership, the financial standing, and the relations with kindred organizations, which included the question of dual membership, a reminder of the duties we owe to ourselves, those dependent on us, and our employers; also the evils of gambling and intoxication were made so clear that no member present could fail to understand the position of our Grand Chief on those questions.

Bro. Jas. Gabriel, of Div. 89, the next speaker, had for his subject, "Good of the Order," which was interesting and won for him hearty applause. In concluding his remarks, he spoke of the firm position taken by our Grand Chief on the question of jurisdiction relative to the handling of engineers' affairs on the Great Northern, and offered a resolution endorsing the action taken by our Grand Chief on this vital question, which was carried unanimously.

Bro. Frank Wilson, one of the pioneer members of the Brotherhood of the Footboard, and a staunch and zealous member of Div. 89 since 1870, was the next speaker; in his remarks he gave a brief and interesting review of the history of the B. of L. E. in its earlier struggle for recognition and existence, he having been a member of Div. 25 previous to joining Div. 89.

Several of the other members present made short addresses and a general expression was that these meetings were instructive and would bring the members

closer together and acquaint them with some of the great questions that affect us morally and materially as an organization.

Before closing the afternoon session, the Grand Chief exemplified the work and gave us some wholesome advice relative to the evils of non-attendance, the chronic kicker in the Division, and turntable controversies.

Brother Stone's address covered the vital questions that confront our organization, and the able and intelligent manner in which he explained to his audience convinced all present that the Los Angeles Convention made no error in placing him in the responsible position he now holds.

As Brother Stone had an engagement in Cleveland the following day, he could not be with us in the evening session, and he took leave of us at 6 p. m. for the East, carrying with him the wishes of all for a future visit.

The evening meeting was called to order for a general discussion of local conditions along the system. All members present were called on to make some remarks for the good of the order. This was very interesting and brought forth an exchange of ideas on questions which should be uniformly understood by the members.

At 11:30 p. m. Bro. O. Graessle, of Div. 39, asked to be admitted and announced that an invitation to a banquet was extended by Div. 39 to the visiting members present, and led the way to the banquet hall, where an elegant spread was served, which was enjoyed by all.

A general good feeling prevailed throughout the meeting, and an invitation from Div. 65 to hold the next system meeting in Chillicothe, O., was extended by Brother Thomas of that Division.

The meeting came to a happy termination with a recitation by Bro. J. B. Murphy, entitled "The Driver and His Dream."
J. ORMSBY, Sec'y.

WE are sorry to announce the departure from among us of our M. M., Mr. C. E. Slayton, who resigned his position with the A. C. Ry. at Sault Ste. Marie, Ont., to accept a more lucrative one with the Tidewater Railway of West Virginia.

On Thursday evening, Oct. 12, Mr. Slayton was entertained at a smoker in Union Hall, Queen street, by the engineers and firemen of the A. C. Ry., there being a large attendance present, among whom were Superintendent T. J. Kennedy, Trainmaster O. L. Vaughan, and our Locomotive Foreman T. Fraser. The evening was pleasantly spent, our Superintendent, Trainmaster and Locomotive Foreman, and others giving very pleasing

addresses, among which was the following:

"Mr. Slayton: It is with feelings of the deepest regret that we learned that it is your intention soon to sever your connection with the Algoma Central Railway, for which we are all working, and for which you have been our superior officer, and your employees feel that they could not allow you to depart without assuring you of the esteem and respect in which you are and have been held by your subordinates, and this is the reason for our asking you to meet us here this evening.

"As a master mechanic we have found you, while careful to the smallest detail of the interests of the company, at the same time always on the lookout for the welfare of your employees, endeavoring to treat us as you would wish to be treated yourself, and to rectify at once, if possible, any grievances which have been brought to your notice.

"As a man we have found you one in the truest sense of the word, treating us, though firmly, yet squarely and fairly, and ready at all times not only to sympathize with but to assist those of us who have had personal trouble and affliction.

"We feel that in your new position the ability which you have shown here will carry you forward to certain success, and we wish you to know that you carry with you our best wishes for your prosperity and the health and happiness of yourself and your family.

"In conclusion we would ask you to accept this mark of esteem as a reminder of your connection with us."

Mr. Slayton was formerly an engineer and will be remembered by his old associates in the construction of the C. P. Ry. in the West, out of Winnipeg, Man., enjoying the distinction of running the first passenger engine between Winnipeg and Brandon.

Mr. T. Fraser has been appointed his successor and enjoys the esteem and confidence of the men here.

Signed on behalf of the engineers and firemen.

W. A. WICKENDES,	S. QUANTZ,
ED. BAYLES,	W. FULCHER,
S. AUSTIN,	A. C. WAGNER,
Firemen.	Engineers.

THE members of Jerry C. Burley Div. 287, B. of L. E., and of Mrs. S. J. Cover, Div. 64, Ladies' Auxiliary, held memorial services in Christ Reformed church, Oct. 29. They met at the Sunday school room and proceeded to the auditorium in a body. There was a large attendance not only of members of the two organizations, but also of the congregation and

friends. Mr. William Cover presided and explained the principles of the order and the object of the meeting. Chaplain Ross led in prayer and read the list of those who died during the year.

The sermon was preached by the Rev. Warren J. Johnson, pastor of the church, who took for his text Revelation iii:12: "Him that overcometh will I make a pillar in the temple of my God." An abstract of the sermon follows:

The greatest contest is that waged on the battlefield of life. For life is a battle and we overcome or are overcome. But the true heart battles not alone. Christ is near—the greatest conqueror is death, the sepulchre is his throne—but death's scepter is broken. Faith has gained a great victory through the Christ.

"Lives again our glorious King
Where, O Death, is now thy sting?
Once He died our souls to save,
Where's thy victory, boasting grave?"

This reflection makes such a service as this deeply solemn, but the solemnity of a holy joy. Of your brethren and of your sisters who have departed during the year may be said:

"Now is done thy long day's work.
Fold thy hands across thy breast,
Fold thine arms, turn to thy rest."

You delight to pay tribute to the memory of your departed companions. It is prompted by one of the most hallowed sentiments.

The hope of life eternal is well founded. True, the mind of man even with its marvelousness of inventive skill, its royal reach of reason, its sublime daring of genius, can not demonstrate it. But faith surmounts every obstacle, as it devoutly embraces the declaration, "I am the resurrection and the life." This fact of immortality leaves in its passage through the mind of man such a rich phosphorescence of comfort. Only for a brief season are we separated from our loved ones, as they

"Flee far
To a summer strand,
And follow Love's guiding star
To the evening land."

But what mortification to us if we have not practiced the golden rule of your order, "Do unto others, etc., etc." toward our companions who have preceded us to the other world?"

A due respect for life makes each day an ascent. For life must not be like a treadmill where we seem to climb, but never get any higher. Our life and its duties must be steps upon a ladder set from earth to heaven. To speak of the

future life as an everlasting sleep is a poetic fallacy. Heaven is a place of occupation. Oh! let us learn the mystic lesson of perseverance. "Him that overcometh!" Your Grand Chief, Mr. Arthur, spoke true words when he said, "Take courage, do your work faithfully and honestly, and remember you will never succeed if you spend your leisure hours in saloons and gambling houses."

It is true, danger lurks on the rail, the night may be full of fog, heavy grades must be encountered, signals may be set wrong, ten thousand provocations will arise, but your Brotherhood will still exemplify these fair columns, "sobriety, truth, justice, and morality." With these attributes dominant you may rise to noblest things in and through the Christ.—*Altoona Tribune.*

SPECIAL NOTICES.

Will anyone knowing the whereabouts of Mr. E. F. Riley, who ran an engine on the Danville Division of the Southern Railroad in 1901, please correspond with Mr. R. L. Lawless, engineer S. R. E., Danville, Va., and oblige?

The traveling card of Bro. W. W. Christine, of Div. 48, was lost. If presented, please take up and forward to F. A. E. of Div. 48.

Wanted—To know the whereabouts of Bro. Vern Sturtevant, member of Div. 330, who when last heard from was in Los Angeles, Cal. Kindly communicate with Bro. J. E. Richardson, F. A. E. Div. 330.

Members of the following Divisions will correspond with the F. A. E. of their Divisions immediately:

<i>Division—</i>	<i>Division—</i>
242—W. C. Hannum.	240—R. H. Strickland.
10—John F. Powe s.	H. P. Thompson.

OBITUARIES.

[In accordance with the action of the Ottawa Convention, no resolutions of condolence, obituary letters or poems will be published in the JOURNAL. All deaths will be listed under obituary heading only, with cause and date of death.]

El Paso, Tex., Sept. 18, Bro. Harry Reating, member of Div. 262.

Lyons, N. Y., Oct. 16, Bright's disease, Bro. S. Watkins, Jr., member of Div. 169.

Beatrice, Neb., Oct. 15, typhoid fever, Bro. Henry Cox, member of Div. 397.

East Stroudsburg, Pa., Oct. 10, Bro. John Fisher, member of Div. 276.

Easton, Pa., Oct. 19, general debility, Bro. Hugh E. Major, member of Div. 259.

Escanaba, Mich., Oct. 19, paralysis, Bro. John Curran, member of Div. 116.

Oskaloosa, Ia., Oct. 15, injuries received in wreck, Bro. Geo. A. Cahal, member of Div. 146.

Pittsburg, Pa., Oct. 17, killed in wreck, Bro. Thos. P. Keating, member of Div. 472.

Fresno, Cal., Oct. 16, killed in wreck, Bro. Walter M. Cole, member of Div. 126.

Water Valley, Miss., Sept. 1905, drowned, Bro. C. Culligan, member of Div. 99.

Brockville, Ont., Oct. 23, heart failure, Bro. H. Bramley, member of Div. 118.

Philadelphia, Pa., Oct. 22, Bro. Chas. C. Murray, member of Div. 109.

Ensley, Ala., Bro. J. O. Reber, member of Div. 368.

San Luis Potosi, Mex., Aug. 10, bilious fever, Bro. J. R. Jones, member of Div. 453.

Roanoke, Va., Sept. 29, killed in collision, Bro. J. R. Kirby, member of Div. 301.

Middletown, N. Y., Oct. 17, typhoid fever, Bro. Lawrence Hoey, member of Div. 292.

Newton, N. J., Oct. 26, Bro. Wm. S. Davenport, member of Div. 171.

East Deerfield, Mass., Oct. 29, consumption, Bro. Byron V. Clark, member of Div. 112.

Pittsburg, Pa., Oct. 19, heart failure, Bro. John O'Rourke, member of Div. 464.

East Mauch Chunk, Pa., Oct. 28, killed in accident, Bro. Ephraim F. Walton, member of Div. 257.

Lawrenceburg, Ky., Oct. 10, injuries received from falling under train, Bro. Matthew Z. Hickey, member of Div. 165.

Kansas City, Kan., Oct. 18, killed in wreck, Bro. B. F. Young, member of Div. 491.

Bloomington, Ill., Oct. 14, Bro. Edward Ryan, member of Div. 19.

Bloomington, Ill., Oct. 24, Bro. Lee Harvey, member of Div. 19.

New Orleans, Aug. 28, kidney trouble, Bro. Wm. J. Thomas, member of Div. 426.

Selma, Ala., Oct. 25, killed in collision, Bro. G. E. Muun, member of Div. 223.

Huron, S. D., Oct. 11, Bro. L. L. Neibling, F. A. E. Div. 213.

Fort Smith, Ark., Nov. 1, killed by engine turning over, Bro. Mike Popp, member of Div. 445.

North Paterson, N. J., Nov. 3, killed by train, Bro. Stewart Williams, member of Div. 521.

Toledo, O., Oct. 21, heart failure, Mrs. L. E. Hofstetter, mother of Bros. J. G. and Wm. Hofstetter, members of Div. 4.

Richmond, P. O., Nov. 1, injuries received, Bro. W. J. Kelly, member of Div. 142.

Toledo, O., Nov. 6, killed in wreck, Bro. Frank J. Taubken, member of Div. 678.

Leeville, La., Nov. 3, abcess of the brain, Bro. S. A. Allis, member of Div. 599.

Tucson, Ariz., Oct. 27, killed by boiler explosion, Bro. J. W. McClain, member of Div. 28.

Philadelphia, Pa., Oct. 9, Bro. Frank Bird, member of Div. 71.

Eldon, Ia., Oct. 26, killed in a collision, Bro. Frank Milks, member of Div. 181.

Elko, B. C., Oct. 13, Bro. Thos. Bardsley, member of Div. 144.

Baltimore, Md., Sept. 24, Bro. Jno. B. Askew, member of Div. 51.

Spencer, N. C., Nov. 4, shot by man named Ruffy, Bro. J. M. McConnell, member of Div. 84.

Ft. Madison, Ia., Oct. 30, killed in wreck, Bro. John McGregor, member of Div. 391.

Ft. Wayne, Ind., Nov. 2, asthma and pneumonia, Bro. Geo. W. Telley, member of Div. 12.

Albany, N. Y., Oct. 31, pneumonia, Mrs. E. H. Kelly, wife of Bro. E. H. Kelly, member of Div. 46.

Roseburg, Oreg., Oct. 26, committed suicide by shooting himself, Bro. Everett T. Gray, member of Div. 476.

Bluefield, W. Va., Nov. 9, killed in collision, Bro. H. D. Floyd, member of Div. 448.

Allegheny, Pa., Oct. 22, Mr. C. H. Hukill, son of Bro. H. Hukill, member of Div. 293.

New Haven, Conn., Oct. 12, lockjaw, Bro. A. H. Dole, member of Div. 77.

Claremont, N. H., Nov. 13, heart disease, Bro. Sam C. Hoyt, member of Div. 106.

Ft. Worth, Tex., Nov. 12, scalded, Bro. L. C. Swick, member of Div. 187.

Pittsburg, Pa., Nov. 6, head-on collision, Bro. Joseph Keating, member of Div. 370.

Hamilton, O., Sept. 27, complication of diseases, Mrs. Anastasia Cahill, mother of Bros. Richard, Michael and John Cahill, of Div. 95, and James Cahill, of Div. 548.

Houston, Tex., Oct. 23, Bro. J. N. Ward, member of Div. 366.

Philadelphia, Pa., Nov. 16, paralysis, Bro. Joseph Brown, member of Div. 45.

Torreón, Coah., Mex., Nov. 2, gored by a bull, Bro. Wm. R. Cole, member of Div. 497.

Marshalltown, Ia., July 14, killed in wreck, Bro. C. K. Williams, member of Div. 146.

Scranton, Pa., Nov. 9, injuries received in wreck, Bro. Frank H. Poole, member of Div. 276.

Batavia, N. Y., Nov. 11, pneumonia, Bro. Wm. Gould, member of Div. 18.

Spokane, Wash., Nov. 17, struck by a bridge, Bro. Chas. F. Korth, member of Div. 576.

Cleveland, O., Nov. 17, of general exhaustion, James R. Knight, father of Bro. Graut D. Knight, member of Div. 31.

Aurora, Ill., Oct. 31, bronchial pneumonia, Bro. Cyrus K. Robinson, member of Div. 32. Brother Robinson was born in Massachusetts in 1829, and commenced his railroad career in the 50's. He moved to Aurora, Ill., in 1857, and ran a locomotive for the C., B. & Q. for many years. In 1888 he, with other loyal members, stepped off his engine, and being past the age to get work elsewhere was put on the pension roll. He was Secretary of Insurace and F. A. E. for many years, always having great interest in the welfare of the order. He was a loyal veteran who paid a large price for his loyalty because of his age, and he deserves to be honored as one of the Loyal Legion of the B. of L. E.—Editor.

Carnegie, Pa., Oct. 31, heart failure, Bro. James Conboy, member of Div. 416. Bro. Conboy commenced railroad life in 1874, had attended several conventions as delegate, and held an important place on Committee of Adjustment, and was always an earnest worker for the B. of L. E.

ADMITTED BY TRANSFER CARD.

Into Division—

- 171—Richard Harvey, from Div. 135.
- 435—R. F. Schott, from Div. 124.
- John Fischer, from Div. 223.
- 548—James Halpin, from Div. 4.
- 37—Eugene Radcliff, from Div. 50.
- 28—F. F. Friant, from Div. 647.
- A. H. Smith, from Div. 182.
- 86—A. W. Kincaid, from Div. 113.
- 208—B. D. Cool, from Div. 651.
- 364—J. O. King, from Div. 573.
- 492—Stephen H. Harter, from Div. 37.
- 145—L. F. Page, Thos. A. King, from Div. 105.
- 399—Jeff E. Hood, from Div. 392.
- 684—C. O. Newton, from Div. 432.
- 683—Emmert L. McClellan, from Div. 233.
- 387—Allen Simons, from Div. 22.
- 256—C. B. Hulbert, W. M. Minor, from Div. 210.
- 530—M. Bannon, O. M. Harrington, from Div. 201.
- 386—Z. R. Hall, from Div. 435.
- 453—Allen M. Savage, from Div. 98.
- W. L. Walters, from Div. 226.
- 279—C. W. Clutter, from Div. 420.
- 685—A. M. Ritchey, from Div. 74.
- 156—Riley Wilson, from Div. 165.
- P. C. Kothelmer, from Div. 225.
- 592—Wm. Corcoran, from Div. 10.
- 232—E. A. Lamb, from Div. 603.
- 667—John W. Haines, from Div. 133.
- Wm. Rogers, from Div. 67.
- 402—G. W. Wize, from Div. 251.
- Harry J. Cutting, from Div. 26.
- 561—J. V. Barrett, C. B. Vass, W. H. Carrier, F. L. Waller, from Div. 532.
- 630—R. B. Cutter, from Div. 569.
- R. Croxton, from Div. 364.

- 443—M. B. Morrow, from Div. 322.
 595—J. C. Bryan, from Div. 37.
 W. F. Allee, from Div. 285.
 580—F. Wall, from Div. 394.
 P. Reinert, from Div. 32.
 23—H. L. Geer, from Div. 239.
 28—Thos. O'Leary, from Div. 5.
 680—C. K. Dobbins, Geo. Lowe, from Div. 366.
 183—Geo. T. Nicholson, from Div. 491.
 622—C. L. Kirkbride, from Div. 86.
 396—John A. Gallagher, from Div. 264.
 636—Avery H. Parsons, from Div. 500.
 7—Fred. K. Evans, from Div. 361.
 571—E. Hinton, from Div. 224.
 R. McDermott, from Div. 123.
 103—Geo. C. Richards, from Div. 352.
 262—G. F. Shaw, from Div. 443.
 372—James McAdams, from Div. 80.
 156—J. B. O'Donnell, from Div. 363.
 603—Thomas Kearney, from Div. 355.
 648—S. B. Parker, from Div. 256.
 528—H. Flood, from Div. 295.
 98—E. H. Friend, from Div. 314.
 84—J. C. McLendon, from Div. 210.
 J. W. Winn, from Div. 123.
 J. G. Anderson, from Div. 314.
 222—T. F. Mahoney, from Div. 462.
 690—F. C. Gillman, John Mayse, F. Kerrigan, P. D. Marsh, J. F. Butler, R. Malone, G. C. Smith, P. A. Farnsworth, K. W. Hutchins, S. H. Giles, J. W. Reed, W. J. White, I. L. Ruble, W. A. Stolmaker, R. E. Smith, W. T. Smith, G. B. Ramaburg, W. T. Morgan, R. L. King, J. C. Jordan, J. L. Harris, J. L. Davis, Geo. L. Corder, from Div. 284.
 391—Joe Bohner, O. L. Hammer, from Div. 396.
 680—S. L. Colville, from Div. 366.
 620—O. S. Duncan, from Div. 28.
 45—E. L. Ringle, from Div. 90.
 James H. Carson, from Div. 74.
 251—Frank L. Norinan, from Div. 103.
 292—B. F. Gorman, from Div. 590.
 569—Thos. Bullard, from Div. 366.
 147—J. C. Sampson, from Div. 134.
 C. P. Seal, from Div. 402.
 687—H. W. Butterfield, F. W. Church, John Flynn, C. N. Wright, from Div. 82.
 Peter Neenan, A. W. Watson, from Div. 549.
 542—T. M. McGettrick, from Div. 31.
 171—F. W. Hubbard, from Div. 403.
 234—H. P. French, from Div. 396.
 683—Willis R. Leach, from Div. 404.
 48—C. A. Brown, from Div. 595.
 A. D. Russell, from Div. 587.
 667—Thos. Lewis, from Div. 535.
 225—F. T. Moffet, from Div. 37.
 365—A. U. Herr, from Div. 489.
 502—P. W. Montgomery, from Div. 251.
 651—P. V. Fisher, from Div. 36.
 614—Henry Bremmer, from Div. 399.
 372—Wm. McMulkins, from Div. 80.
 399—John Calder, from Div. 540.
 355—W. B. Sleightholm, from Div. 113.
 681—J. C. Love, H. D. Mapes, from Div. 222.
 E. E. Perry, from Div. 593.
 Chas. Sullivan, from Div. 44.
 E. E. Smith, from Div. 29.
 279—C. W. Clutter, from Div. 420.
 147—B. G. Swanson, A. W. Brown, from Div. 13.
 492—Joseph Stezil, from Div. 11.
 587—A. C. Russell, from Div. 5.
 256—C. A. Floyd, from Div. 309.
 676—Henry J. Gullick, Robert Davison, Wm. H. Bickford, J. G. Ward, Alexander McKae, from Div. 224.
 669—C. G. Jarvis, from Div. 587.
 F. Conners, from Div. 570.
 589—H. A. Constable, from Div. 312.
 D. M. Bree, from Div. 77.

WITHDRAWALS.

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|-----------------------|-----------------------|
| <i>From Division—</i> | <i>From Division—</i> |
| 110—James Lycke. | 147—P. F. McDonnell |
| 40—Geo. E. Buck. | John Lynch. |
| 345—H. A. Bostwick. | |

REINSTATEMENTS.

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|--|-----------------------|
| <i>Into Division—</i> | <i>Into Division—</i> |
| 539—C. E. Smith. | 23—Amos Hatch. |
| 291—S. S. Crowden. | 90—C. Mowery. |
| 278—T. E. Bayliss. | 10—John T. Murphy. |
| 239—H. L. Geer. | 642—John Haskins. |
| Tim O'Connor. | 587—Bert E. Spaulding |
| 22—Allen Simons. | 159—F. C. Wood. |
| 265—Chas. J. Gayle. | 127—J. D. Bowser. |
| 302—Chas. A. Garrison. | 284—W. C. Sharp. |
| 366—Thos. Ballard. | 213—A. F. Winegar. |
| 501—Fritz Hahn. | 94—Walter Ferris. |
| 432—C. O. Newton. | 560—P. Fern, |
| 74—A. M. Ritchey. | James Coleman, |
| 93—Ollie C. Walker. | E. Borden. |
| 386—J. J. Kenedy. | 33—Daniel McNamara. |
| 363—J. P. O'Donnell. | 309—J. Silliman, |
| 437—C. A. Blackburn. | C. A. Floyd. |
| 282—J. C. Ferguson. | 109—A. P. Stanley. |
| 330—M. Driscoll. | 40—W. W. Morrison. |
| 263—Anthony Dougher. | 477—W. F. Thomas. |
| 361—Thos. Hickey. | 217—Chas. Johnson. |
| 34—M. J. Murtha. | 441—Chas. Sipple. |
| 255—D. P. Tait, from defunct subdivision No. 82. | |
| 527—Bro. M. B. Tarkington, published as being expelled in the November JOURNAL, should have been reinstated. | |

EXPELLED.

FOR NON-PAYMENT OF DUES.

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|-----------------------|-----------------------|
| <i>From Division—</i> | <i>From Division—</i> |
| 291—E. B. Lee, | 40—W. A. Furguson. |
| J. Beasley. | 378—H. W. Scoville, |
| 36—Michael Connors. | J. W. Short, |
| 41—R. W. Thomas. | W. L. Montgomery |
| 337—Frank Maxwell. | 260—F. D. Brown. |
| 368—Wm. McKinney, | 537—J. E. McDonald. |
| J. F. Bohanon, | 302—Thomas Casey. |
| E. G. Moore. | 277—W. J. Brandt. |
| 322—Thos. Penhale, | 30—Elisham Osmun. |
| Jas. G. Miller. | 570—Robert McClain. |
| Fred Allott, | 555—Bert Hicks. |
| Leonard Dobbin. | |

FOR OTHER CAUSES

- 404—Wm. Knight, forfeiting insurance.
 362—T. R. McGibbon, non-payment of dues and forfeiting insurance.
 318—Geo. F. Mahon, non-payment of dues and forfeiting insurance.
 23—M. R. Hedgpath, unbecoming conduct.
 125—Roger Henshy, drunkenness.
 327—Geo. W. Tullis, forfeiting insurance.
 637—Robert J. Johnson, forfeiting insurance.
 167—D. W. O'Leary, unbecoming conduct.
 363—S. E. Lester, violation of obligation and unbecoming conduct.
 570—Wm. A. Wilson, non-payment of dues and non-attendance.
 324—John F. Hazeltine, failing to take out insurance policy.
 287—O. L. Cherry, W. D. Harry, forfeiting insurance.
 481—J. M. Kelley, forfeiting insurance.
 493—Ed. K. Cole, violation of obligation and non-payment of dues.
 51—Wm. Hayes, forfeiting insurance.
 317—Charles R. Newman, intoxication while on duty.
 251—John Chapman, intoxication.
 293—P. Schoen, engaging in liquor business.
 33—E. F. Hazen, forfeiting insurance.
 245—A. D. Arnold, forfeiting insurance.
 364—G. W. Myers, forfeiting insurance.
 38—W. N. Shepard, non-payment of dues and forfeiting insurance.
 304—Fred Smith, F. A. Simpson, W. J. Dohney, forfeiting insurance.
 613—Geo. Dandurand, non-payment of dues and forfeiting insurance.
 251—H. J. Bennett, intoxication.
 13—J. F. Mercer, non-payment of dues and forfeiting insurance.

PREMIUMS FOR JOURNAL SUBSCRIPTIONS.

We have renewed our arrangement with the Webb C. Ball Watch Co., Cleveland, O., for an unlimited number of watches as premiums; watches that are guaranteed to be O. K. in every respect, and will be given as premiums under the following conditions:

LADIES' WATCH.—For 30 subscribers named and \$30.00, the Ladies' Queen Watch, 17 jewelled, 14 karat, gold filled case, retail price, \$20.00.

GENTLEMEN'S WATCH.—For 60 subscribers named and \$60.00, Gentlemen's B. of L. E. Standard, 17 jewelled, 14 karat, gold filled case, retail price, \$42.00.

19 AND 21 JEWELLED WATCH.—For 75 subscribers named and \$75.00, either the 19 or 21 jewelled watch, in 14 karat, gold filled case, retail price, \$50.00. All cases guaranteed for 25 years.

Mr. C. H. Salmons, Editor JOURNAL:

DEAR SIR AND BROTHER:—The 19-jewelled Webb C. Ball gentleman's watch has been received O.K. The case selected by you was perfectly satisfactory, as is the watch. I think some one in each Subdivision should work for one of these splendid premiums, as well as for the interest of the JOURNAL, and through it, the order. With many thanks for the watch, I remain
Yours fraternally,

C. K. TALIAFERRO, C. E. Div. 595.

A large number of Brothers can obtain one of these excellent watches if they make an effort, and will help the JOURNAL as well as themselves. EDITOR.

If your JOURNAL address is not correct, or you fail from any cause to receive it, fill out this form properly, cut it out and send it to 307 SOCIETY FOR SAVINGS BLDG., CLEVELAND, O.

The B. of L. E. Journal.

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Postoffice..... State.....

Be Sure and Give Old Address and Division Number.

LOCOMOTIVE ENGINEERS' MUTUAL LIFE AND ACCIDENT INSURANCE ASSOCIATION

Official Notice of Assessments 208-211.

SERIES G.

OFFICE OF ASSOCIATION, ROOM 803, SOCIETY FOR SAVINGS BUILDING, }
CLEVELAND, OHIO, Dec. 1, 1905. }

To the Division Secretaries L. E. M. L. and A. I. A.:

DEAR SIRS AND BROS.:—You are hereby notified of the death or disability of the following members of the Association:

Four Assessments for payment of these claims are hereby levied and Secretaries ordered to collect \$1.00 from all who are insured for \$750, \$2.00 from all who are insured for \$1,500, \$4.00 from all who are insured for \$3,000, and \$6.00 from all members insured for \$4,500, and forward same to the General Secretary and Treasurer.

Members of the Insurance Association are required to remit to Division Secretaries within thirty days from date of this notice, and the Division Secretaries to the General Secretary and Treasurer within ten days thereafter, on penalty of forfeiting their membership. (See Section 25, page 80, of By-Laws.)

Secretaries in sending remittances will send same to and make all drafts, express money orders or postoffice money orders payable to M. H. SHAY, General Secretary and Treasurer. Secretaries located in Canada will please remit by draft or express money order. We will not accept packages of money sent by express, unless charges have been prepaid. The JOURNAL closes on the 18th of each month. Claims received after that day will lie over until the succeeding month.

No. of Asst.	Name.	Age.	No. of Div.	Date of Admission	Date of Death or Disability.	Cause of Death or Disability.	Amt. of Ins.	To Whom Payable.
154	L. M. Dempsey	36	594	June 19, 1904	Aug. 12, 1905	Left arm amput'ed	\$1500	Self.
155	W. H. Coie	69	178	Dec. 31, 1886	Aug. 25, 1905	Killed	1500	Caroline Coie, w.
156	Alex. La Rose	57	634	June 11, 1896	Sept. 23, 1905	Scalded	4500	Sarah La Rose, w.
157	A. M. Tyler	41	623	Apr. 25, 1903	Sept. 25, 1905	Leucocythemia	1500	Celina Tyler, w.
158	S. Mather	39	654	Feb. 21, 1904	Sept. 27, 1905	Typhoid fever	1500	Maggie Mather, w.
159	Frank Robbins	58	138	Feb. 22, 1887	Sept. 27, 1905	Killed	3000	A. Robbins, w. & ch'n
160	J. E. George	29	169	Mch. 25, 1903	Oct. 2, 1905	Killed	1500	Nellie E. George, w.
161	W. F. Stady	31	169	Mch. 5, 1905	Oct. 3, 1905	Killed	1500	Alice Stady, w.
162	Harry A. Payton	27	287	June 1, 1902	Oct. 4, 1905	Killed	1500	Mary Payton, m.
163	David Davis	50	350	Feb. 15, 1892	Oct. 6, 1905	Killed	3000	Ella M. Davis, w.
164	Jos. K. Hawes	61	276	Nov. 21, 1887	Oct. 8, 1905	Heart disease	1500	Mrs. J. K. Hawes, w.
165	John Fisher	36	276	Apr. 9, 1905	Oct. 10, 1905	.....	1500	Olive M. Fisher, w.
166	L. L. Neibling	48	213	Nov. 19, 1900	Oct. 11, 1905	Diabetes	750	Eliz. Neibling, w.
167	L. F. Kelley	46	439	Sept. 24, 1890	Oct. 12, 1905	Apoplexy	1500	Mrs. M. L. Moulton, m
168	H. A. Dole	38	77	Apr. 20, 1902	Oct. 12, 1905	Tetanus	750	Clara F. Dole, w.
169	C. W. Agan	35	337	Apr. 9, 1899	Oct. 13, 1905	Right leg amput'd	750	Self.
170	Henr. Cox	42	397	Sept. 29, 1903	Oct. 15, 1905	Typhoid fever	750	Mabel Cox, w.
171	W. B. Covey	23	210	Aug. 28, 1904	Oct. 15, 1905	Typhoid fever	1500	Frances G. Covey, m
172	J. Pereira	39	423	Jan. 18, 1904	Oct. 16, 1905	Tuberculosis	4500	Roda Pereira, w.
173	Homor D. Boyles	36	623	May 19, 1903	Oct. 16, 1905	Tuberculosis	1500	Rose E. Boyles, w.
174	W. S. Watkins	43	162	Nov. 8, 1902	Oct. 16, 1905	Bright's disease	1500	Mary A. Watkins, w.
175	F. P. Keating	28	472	June 23, 1902	Oct. 17, 1905	Killed	1500	Mary Keating, m.
176	L. Hoey	36	291	June 7, 1903	Oct. 17, 1905	Typhoid fever	1500	Elizabeth Hoey, w.
177	J. C. Kehoe	32	282	Sept. 24, 1899	Oct. 17, 1905	Killed	3000	Mrs. E. E. Kehoe, w.
178	A. L. Kaiser	54	228	Aug. 13, 1898	Oct. 18, 1905	Strychnine poison	4500	Jennie M. Kaiser, w.
179	John O'Rourke	42	464	May 19, 1890	Oct. 19, 1905	Chronic myelitis	3000	Ella O'Rourke, w.
180	John Curran	60	116	May 16, 1884	Oct. 19, 1905	Apoplexy	1500	Agnes Curran, w.
181	Harry Raybuck	32	25	Mch. 8, 1903	Oct. 19, 1905	Killed	1500	Minnie R. Raybuck, w
182	Ja. Conboy	53	416	July 13, 1900	Oct. 22, 1905	Heart disease	1500	Mary G. Conboy, w.
183	C. C. Murry	58	109	Feb. 17, 1888	Oct. 22, 1905	Pneumonia	1500	Kate Murry, w.
184	Henry Ramley	68	118	Apr. 20, 1885	Oct. 23, 1905	Heart disease	3000	Mrs. H. Ramley, w.
185	G. E. Munn	32	223	May 11, 1900	Oct. 25, 1905	Killed	750	W. F. Munn, son.
186	W. S. Davenport	48	171	May 4, 1898	Oct. 26, 1905	Tumor of heart	1500	Mrs. W. Davenport, w.
187	F. J. Milks	47	181	Dec. 15, 1899	Oct. 26, 1905	Killed	3000	Rachel Milks, w.
188	J. W. McClain	39	28	July 2, 1902	Oct. 27, 1905	Killed	3000	Sada B. McClain, w.
189	E. F. Walton	32	257	April 12, 1903	Oct. 28, 1905	Killed	1500	Hattie L. Walton, w.
190	F. E. Morrison	39	92	July 13, 1891	Oct. 28, 1905	Tuberculosis	1500	Mrs. F. E. Morrison, w.
191	G. T. Nicholson	42	183	Oct. 10, 1892	Oct. 29, 1905	Appendicitis	1500	Blanc. E. Nicholson, w
192	W. E. Cronier	30	450	Nov. 23, 1903	Oct. 29, 1905	Killed	3000	Cora M. Cronier, w.
193	B. V. Clarke	39	112	Aug. 19, 1895	Oct. 29, 1905	Tuberculosis	1500	Mrs. E. J. Clarke, w.
194	John McGregor	43	391	Apr. 7, 1890	Oct. 30, 1905	Killed	1500	Joseph McGregor, w
195	C. J. Robinson	76	32	Mch. 12, 1871	Oct. 31, 1905	Pneumonia	3000	Maria Robinson, w.
196	J. L. Babcock	52	182	Mch. 21, 1890	Nov. 1, 1905	Bright's disease	1500	May T. Babcock
197	W. J. Kelley	45	142	Dec. 4, 1895	Nov. 1, 1905	Killed	1500	Susan H. Kelley, w.
198	Geo. W. Tilley	51	12	Mch. 29, 1891	Nov. 2, 1905	Asthma	1500	Julia A. Tilley, w.
199	M. F. Robbins	39	312	Nov. 3, 1892	Nov. 2, 1905	Killed	1500	Mary Robbins, m.
200	H. E. Sterling	43	109	Mar. 24, 1902	Nov. 2, 1905	Killed	1500	Katie Sterling, w.
201	John McConnell	30	84	June 3, 1905	Nov. 4, 1905	Shot	1500	Mora McConnell, w.
202	Geo. Heffern	37	276	Dec. 24, 1899	Nov. 6, 1905	Killed	1500	Mary Heffern, m.
203	Jos. Keating	42	370	Dec. 24, 1900	Nov. 6, 1905	Killed	1500	Mary E. Keating, w.
204	A. M. Kimball	60	196	Apr. 10, 1884	Nov. 7, 1905	Left eye removed	4500	Self.
205	D. H. Floyd	30	448	Oct. 2, 1904	Nov. 9, 1905	Killed	3000	Nannie S. Floyd, w.
206	F. H. Poole	56	276	July 3, 1889	Nov. 9, 1905	Killed	1500	Mrs. V. L. Poole, w.
207	Wm. Gould	73	18	Mch. 8, 1887	Nov. 11, 1905	Pneumonia	1500	Edgar Gould, son.
208	S. C. Hoyt	69	106	Dec. 5, 1889	Nov. 12, 1905	Heart failure	1500	Mrs. S. C. Hoyt
209	S. L. Martin	47	466	Dec. 19, 1895	Nov. 12, 1905	Septic endocard'is	3000	Mrs. S. L. Martin, w.
210	Daniel W. Best	37	381	June 17, 1893	Nov. 14, 1905	Killed	750	Charlotte Best, w.
211	Joseph Brown	55	45	Sept. 14, 1889	Nov. 16, 1905	Paralysis	1500	Sadie Brown.

Total number of claims, 58. Total amount of claims, \$111,000.

Acknowledgments.

Acknowledgments have been received from the following Beneficiaries for amounts stated in settlement of claims paid:

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
Dec. 20, 1903.	Mrs. J. C. Kane	182	R. Pauline	499	\$ 750
Jan. 1, 1904.	Mrs. Annie D. Burch	186	R. Pauline	499	1500
Aug. 16, 1904.	Dutchess County Treasurer, in litigation	508	E. I. Baker	105	3000
Nov. 23, 1904	H. C. Adams, attorney	683	J. H. Mack	4	3000
Apr. 29, 1905.	Walter A. Cutler	917	E. A. Wright	10	1500
May 2,	Mrs. Jeanette Palmer	919	H. B. Garvin	371	1500
May 9,	Mrs. Louisa Davis	923	C. Fitzpatrick	501	1500
May 31,	Mrs. M. A. Cottrell	973	E. Collius	575	3000
June 7, 1905	M. J. Campbell	974	Eli Whitman	80	3000
" 10,	Mrs. Katherine Phipps	977	James McDonnell	537	1500
" 12,	Mrs. Ida Hoover	981	J. H. Edwards	666	3000
" 12,	Mrs. Lillie Emmous	983	Jerry Pope	127	1500
" 15,	Mrs. Clara E. Michael	985	R. B. Deavours	368	4500
" 6,	J. W. Harrington	988	G. H. Phillips	101	1500
" 17,	Mrs. M. A. Wilkinson	991	R. H. Griffin	33	1500
" 17,	Mrs. Robt. E. Hadden	998			

Acknowledgments—Continued.

Date.	Received by	Asst. No.	From Secretary.	Div. No.	Amount.
June 17, 1905.	Mrs. Susan M. Rice.....	993	Wm. N. Fleigh.....	233	\$1500
" 20, "	James & W. M. Reilly.....	996	W. S. Manning.....	242	1500
" 28, "	Mrs. Frances Bail.....	1006	R. H. Edmiston.....	315	1500
July 5, 1905.	Charles Neiderstald.....	5	Robert Reid.....	304	1500
" 5, "	Mrs. Isabella B. Kendall.....	6	W. A. Kempton.....	61	750
" 6, "	Mrs. Emma D. Holladay.....	7	F. S. Sweet.....	334	1500
" 7, "	Mrs. Margaret A. McCallie.....	8	A. H. Butler.....	325	1500
" 8, "	Mrs. Kathrin Chandler.....	9	H. H. Sullivan.....	267	3000
" 9, "	Mrs. Elizabeth Henry.....	11	J. W. Knowlton.....	155	3000
" 10, "	Mrs. Maggie Schofield.....	12	Alphonse Tanguay.....	381	3000
" 14, "	Mrs. Fannie J. Williams.....	15	H. C. Boggie.....	146	3000
" 14, "	Mrs. Lydia M. Lyke.....	16	O. F. Brafford.....	613	1500
" 15, "	Mrs. May A. Adams.....	17	L. B. Byrnes.....	71	1500
" 15, "	Mrs. Carrie Copeland.....	18	Wm. Bispham.....	383	3000
" 15, "	Charles O. Speer.....	19	D. H. Badgley.....	386	1500
" 16, "	Mrs. Mamie Harvey.....	20	E. F. Bowers.....	473	4500
" 16, "	Mrs. M. V. Wheelan.....	21	W. L. Oley.....	531	4500
" 16, "	Pearl F. Brechter.....	21	W. F. Oley.....	531	4500
" 16, "	Runice B. Clark, administrator.....	22	W. F. Olewine.....	421	1500
" 18, "	Mrs. Eva G. Blackman.....	22	James T. Beless.....	222	1500
" 21, "	Mrs. Lottie M. Thompson.....	24	F. Harkaway.....	566	3000
" 22, "	Mrs. S. M. Davis.....	25	W. J. Van Ness.....	193	2000
" 26, "	Mrs. Jacob Stevens.....	28	C. W. Cook.....	336	3000
" 27, "	Mrs. Rose Hall.....	29	R. P. Middleton.....	478	1500
" 27, "	Mrs. Sophia Wilson.....	30	J. J. Norton.....	5	3000
" 29, "	Mrs. Annie Norton.....	31	B. Schimelpfenig.....	182	3000
" 29, "	Minnie Boyd.....	32	L. M. Lattimer.....	331	1500
" 29, "	Sallie Boyd.....	32	L. M. Lattimer.....	331	1500
" 29, "	Birdie Boyd.....	32	L. M. Lattimer.....	331	1500
" 30, "	Mrs. Sue A. Mohler.....	33	J. L. Kennedy.....	74	1500
" 31, "	Mrs. Katherine Manwiler.....	34	H. E. Wilson.....	90	1500
" 31, "	Mrs. Isabell Clark.....	35	J. H. Taylor.....	283	4000
" 31, "	Mrs. Mollie C. Jones.....	36	J. C. McLain.....	312	3500
Aug. 1, "	Mrs. Katharine McDonald.....	37	E. B. Koe.....	369	3000
" 3, "	Mrs. Clara E. William.....	38	John W. Gorman.....	7	1500
" 3, "	Mrs. L. L. Moore.....	39	Johu Cummings.....	284	1500
" 4, "	Mrs. Alice R. Berry.....	41	Charles Boyle.....	178	1500
" 4, "	Mrs. Adale Beech.....	42	J. D. Primmer.....	58	4500
" 4, "	Mrs. Julia E. Dale.....	43	W. F. Hessler.....	382	1500
" 5, "	Mrs. Sadie M. Hall.....	44	J. F. Thompson.....	309	4500
" 6, "	Mrs. Elizabeth F. Dunn.....	45	Wm. M. Frazier.....	169	3000
" 8, "	Mrs. Neppie Peterson.....	46	George Hall.....	498	1500
" 8, "	Mrs. Wm. H. Partlow.....	47	W. Revel.....	11	1500
" 9, "	Mrs. Emelia Werblow.....	48	C. McCollum.....	66	1500
" 10, "	Mrs. Mary E. Dyer.....	49	C. L. Johnson.....	26	4500
" 10, "	Mrs. Annie L. Murphy.....	50	W. B. Stahl.....	287	1500
" 15, "	Mrs. Maggie E. Dickson.....	51	M. Teagarden.....	12	4500

Financial Statement.

CLEVELAND, O., Nov. 1, 1905.

MORTUARY FUND FOR OCTOBER.

Balance on hand Sept. 30, 1905.....	\$243,849 74
Paid in settlement of claims.....	116,250 00
Surplus.....	\$127,599 74
Received by assessments 48-51 and back assessments.....	\$106,197 47
Received by assessments 105-108.....	887 54
Received by members whose insurance was carried by Association.....	135 60
Total.....	\$234,820 35
Balance in bank Oct. 31, 1905.....	\$234,820 35
Mortuary fund.....	136 779 95
Special mortuary fund*.....	98,040 40
Total.....	\$469,640 25

EXPENSE FUND FOR OCTOBER.

Balance on hand Sept. 31, 1905.....	\$15,919 38
Received from special assessment.....	438 00
Received from fees.....	361 01
Total.....	\$16,718 39
Expenses during month of Oct., 1905.....	2,017 96
Total in bank Oct. 31, 1905.....	\$14,700 43

*The Special Mortuary Fund authorized by Resolution 74 as amended by the Los Angeles Convention, "To pay claims in 30 days instead of 60 days."

W. E. FUTCH, President.

Statement of Membership.

FOR OCTOBER, 1905.

Classified, represents:	\$750	\$1,500	\$3,000	\$4,500
Members who paid assessments 48-51.....	4,097	25,337	10,325	1,711
Members from whom assessments 48-51 were not collected.....	443	1,848	576	6
Members carried by the Association.....	2	117	288	22
Applications and reinstatements received during month.....		325	111	18
Totals.....	4,542	27,627	11,303	1,757
From which deduct policies terminated by death, accident, or otherwise.....	15	87	30	6
Total membership Oct. 31, 1905.....	4,527	27,540	11,273	1,751
Grand total.....	45,091			

M. H. SHAY, Gen'l Sec'y & Treas.

Have Your Massage This Way—By Hand



This is the jar the barber buys.



This is the jar the druggist sells for home use.



Some barbers have "massage machines" with which a sort of grease must be used. When you get a massage in a barber shop, always tell the barber that you want a **hand-massage with Pompeian Massage Cream**. Machines cannot duplicate the movements of hand massage, nor can any greasy imitations duplicate the properties of the genuine

Pompeian Massage Cream

which contains no oil or grease of any kind. It takes away shaving soreness and removes susceptibility to it by strengthening the skin—every man who shaves needs Pompeian for that reason. Furthermore, it cleans the pores of all soap, grease, dirt, and other foreign matter, leaving the skin clean and glowing without a sacrifice of the manly lines and character. It is *not* a cosmetic. It takes out wrinkles and blackheads, and makes the face feel alive.

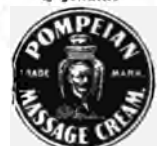
This trade mark is on every bottle of genuine

Your wife or sister will be glad to have a jar of Pompeian Massage Cream in the house. Most women recognise the value of this preparation in maintaining a clean, clear, healthy skin. It contains no grease, and makes the use of face powders unnecessary.

Send for Generous Sample, Free

Regular size jars sent by mail where dealer will not supply. Price 50c. and \$1.00 a jar.

POMPEIAN MFG. CO., 29 Prospect St., Cleveland, Ohio



Pompeian Massage Cream. Look for it.

OUT THIS OUT AND SEND IT TO US

POMPEIAN MFG. COMPANY,
29 Prospect Street, Cleveland, Ohio.

Gentlemen.—In consideration of my having filled in the accompanying blank, please send, without cost to me, one copy of your book on Facial Massage and a liberal sample of Pompeian Massage Cream.

Name

Address

Dealer's Name.....

Address

CHRISTMAS DIAMONDS ON CREDIT



THE LOFTIS SYSTEM AT CHRISTMAS TIME

Is a Great and Timely Convenience to thousands, as it enables persons in all circumstances to make beautiful and appropriate Christmas Gifts. Everyone at Christmas time is anxious to give their loved ones handsome Christmas Presents, but it is not always convenient. THE LOFTIS SYSTEM of Credit MEANS CONVENIENCE. That is the only way in which it differs from a cash transaction. There is no delay, no security, no publicity. It simply means a matter of confidence and convenience to honorable people. Write for Our Handsome Christmas Catalogue.

Our Handsome Christmas Catalogue is replete with thousands of beautiful Jewelry suggestions for Xmas Gifts. Diamond Rings, Pins, Brooches and Barrings, Chatelaine Watches, Silverware, etc., for Wife, Sweetheart, Sister or Mother. Sparkling Diamond Studs, Scarf Pins and Cuff Buttons, Watches, Match Safes, Fobs, etc., for Husband, Father or Brother. With its aid you can select in the privacy of your own home, suitable Gifts for all both old and young. May we not have the pleasure of sending you a copy? Write today for Our Large Christmas Catalogue.

True Merit Wins! In competition with the entire world (both the United States and foreign countries) at the St. Louis World's Fair our Goods, Prices, Methods and Terms won the Gold Medal, The Highest Award. No stronger endorsement of THE LOFTIS SYSTEM could be given. Write for our Christmas Catalogue. This together with the fact that we are the largest and oldest established Jewelry House in the U. S., and that we refer you to any bank anywhere or any commercial agency as to our reliability and standing should interest you in our liberal offer to send you our Handsome Christmas Catalogue and to extend to you our most liberal terms as an aid to you in making Christmas a truly Happy Season. Write Today for a Copy of Our Large Christmas Catalogue.



Do Your Christmas Shopping Now. Let us suggest that you do your Christmas Shopping now, conveniently and leisurely in the privacy of your own home. Select from our Handsome Catalogue the articles you desire and we will send them to you for examination and approval. If satisfactory retain them, paying one-fifth the cost and the balance in eight equal monthly payments, if not return to us. We take all the risks and pay all express charges. Now is the time to secure the choice selections and have ample time to inspect the goods.

Cash Buyers are welcome too, and we have an equally attractive offer for them, as follows: Pay cash for any Diamond, and we will give you a written agreement to take it back at any time within one year, and give you spot cash for all you paid—less ten per cent. You might for instance, wear a fifty dollar Diamond for a year, then send it back to us and get forty-five dollars, making the cost of wearing the Diamond for the entire year, less than ten cents weekly. No other house makes this offer. Write Today for Our Handsome Christmas Catalogue.

There is no better investment than a Diamond, they have increased in value more than twenty per cent during the past twelve months and Diamond experts predict an even greater increase during the coming year. Write Today for Our Christmas Catalogue.

LOFTIS Diamond Cutters
Watchmakers, Jewelers.
Dept. P 44, 92 State Street
BROS & CO. CHICAGO, ILLINOIS, U. S. A.

IVERS & POND PIANOS



Style 395.

Viewed either from an artistic or a mechanical standpoint, piano-building has never reached a higher standard than in the latest models of Ivers & Pond Pianos. We want seekers for the best in pianoforte construction to know how superlatively fine both musically and mechanically Ivers & Pond Pianos are, and to invite critical tests of tonal effects with the few other pianos in the first class, when the superiority of the Ivers & Pond will

be apparent. They stand in tune twice as long as the average piano.

RAILROAD MEN RECOMMEND THE IVERS & POND.

STANBERRY, Mo., June 4, 1902.

Dear Sirs. I have had my IVERS & POND piano now for over two years, and I have had perfect satisfaction with it. It stands in tune longer than any piano I know of, and the tone, if possible, is better than when new—full, rich and resonant. I am a member of the Brotherhood of Locomotive Firemen, No. 526, of Stanberry, Mo., and I wish to recommend the IVERS & POND piano to the members of the railroad fraternities in this and all other communities as one that they will find to be an honestly constructed piano, and one that is sold at a price that is as low as is consistent with first-class construction. Would be pleased to answer personal correspondence from my railroad brothers.

Respectfully yours,
A. M. WHITMAN.

VALLEY JUNCTION, IOWA, May 24, 1902.

Gentlemen. We are very much pleased with the IVERS & POND piano we purchased from you in February, 1902. Think the tone unsurpassed and we like it better the longer we use it. Would cheerfully recommend it to any one wishing a sweet, full-toned instrument.

Respectfully,
GEO. BLACKMAN, Cond'r C. R. I. & P. Ry.

SEND FOR OUR SPECIAL OFFER TO RAILROAD MEN.

Our unique method of selling may interest you. Where no dealer sells our pianos we sell direct; practically bring our large Boston establishment, Factory and Warerooms to your door. We will quote you our lowest prices, explain our Easy Pay System, as available in the most remote village in the United States as if you lived in Boston or New York. More than this, if our careful selection of a piano fails to please you, in other words, if you don't want it after seeing and trying it, it returns to us and we pay railroad freights both ways. We solicit correspondence.

IVERS & POND PIANO CO., 119 Boylston St., Boston, Mass.

"I'm Well

Because of Liquozone," is a Tale Told Every-where.

In almost every hamlet—every neighborhood—there are living examples of what Liquozone can do. Wherever you are, you need not go far to find some one who has been helped by it.

Talk to some of those cured ones; perhaps your own friends are among them. Ask if they advise you to try Liquozone. Or let us buy you a bottle, and learn its power for yourself. If you need help please don't wait longer; don't stay sick. Let us show to you—as we have to millions—what Liquozone can do.

What Liquozone Is.

The virtues of Liquozone are derived solely from gases. The formula is sent to each user. The process of making requires large apparatus, and from 8 to 14 days' time. It is directed by chemists of the highest class. The object is to so fix and combine the gases as to carry into the system a powerful tonic-germicide.

Contact with Liquozone kills any form of disease germ, because germs are of vegetable origin. Yet to the body Liquozone is not only harmless, but helpful in the extreme. That is its main distinction. Common germicides are poison when taken internally. That is why medicine has been so helpless in a germ disease. Liquozone is exhilarating, vitalizing, purifying; yet no disease germ can exist in it.

We purchased the American rights to Liquozone after thousands of tests had been made with it. Its power had been proved, again and again, in the most difficult germ diseases. Then we offered to supply the first bottle free in every disease that required it. And over one million dollars have been spent to announce and fulfill this offer.

The result is that 11,000,000 bottles have been used, mostly in the past two years. Today there are countless cured ones, scattered everywhere, to tell what Liquozone has done.

But so many others need it that this offer is published still. In late years, science has traced scores of diseases to germ attacks. Old remedies do not apply to them. We wish to show those sick ones—at our cost—what Liquozone can do.

Where It Applies.

These are the diseases in which Liquozone has been most employed. In these it has earned its widest reputation. In all of these troubles we supply the first bottle free. And in all—no matter how difficult—we offer each user a two months' further test without the risk of a penny.

Asthma	Goitre—Gout
Abscess—Anemia	Gonorrhoea—Gleet
Bronchitis	Hay Fever—Influenza
Blood Poison	La Grippe
Bowel Troubles	Leucorrhoea
Coughs—Colds	Malaria—Neuralgia
Consumption	Flies—Quincy
Contagious Diseases	Rheumatism
Cancer—Catarrh	Scrofula—Syphilis
Dysentery—Diarrhoea	Skin Diseases
Dyspepsia—Dandruff	Tuberculosis
Eczema—Erysipelas	Tumors—Ulcers
Fevers—Gall Stones	Throat Troubles

Also most forms of the following:
 Kidney Troubles Liver Troubles
 Stomach Troubles Women's Diseases
 Fever, inflammation or catarrh—impure or poisoned blood—usually indicate a germ attack.

In nervous debility Liquozone acts as a vitalizer, accomplishing remarkable results.

50c. Bottle Free.

If you need Liquozone, and have never tried it, please send us this coupon. We will then mail you an order on a local druggist for a full size bottle, and will pay the druggist ourselves for it. This is our free gift, made to convince you; to let the product itself show you what it can do. In justice to yourself, please accept it to-day, for it places you under no obligations whatever.

Liquozone costs 50c. and \$1.00.

CUT OUT THIS COUPON

Fill it out and mail it to The Liquozone Co., 458-464 Wabash Ave., Chicago.

My disease is
 I have never tried Liquozone, but if you will supply me a 50c. bottle free I will take it.

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M 3 Give full address—write plainly.

Note that this offer applies to new users only.
 Any physician or hospital not yet using Liquozone will be gladly supplied for a test.



SANITARIUM for MEN

If you would have the Weariness of Years rolled off your shoulders
—if you would experience again the True Joy of Living—the Peace of
unracked Nerves—the Recuperation of unbroken, dreamless sleep—
READ THIS CAREFULLY

I have the ONLY Sanitarium for Men, and it has been established since 1895.

My Patients are solid, conservative men of affairs—men who are accustomed to deciding important questions for themselves—and the question of Health is a vital one to YOU.

The perfect appointments of my Sanitarium are adapted to those who require the best service.

I treat Diseases the result of Strains, Exposure, Accident or a Sedentary Occupation.

These Diseases are beyond the scope of the Regular practitioner and require the skilled care of a Specialist.

My Specialties are Varicocele, Hydrocele, Rupture and Associate Pelvic and Reflex-Nervous Diseases.

These diseases are *progressive* in their character and never *cure themselves*. Old time drugging and wide open cutting make them worse because such methods aim at the *effect* and do not remove the CAUSE.

My "Direct Method," discovered and exclusively used by me in my Sanitarium, is absolutely painless. It removes the CAUSE and assures a speedy and permanent cure. It only requires a few days of your time to remove your trouble forever.

Government Statistics tell us that *one man out of every TEN* suffers from VARICOCELE—a special stagnated condition of the blood.

I have discovered that this stagnant blood develops certain toxins (poisons) which permeate the whole system, causing nervous diseases, breaking down the constitution, and making SUCCESS impossible in any calling.

In Stagnant Blood the cells have begun to die. The toxins (poisons) which are formed are similar to those developed in any decaying animal matter. Every heart beat distributes this poison to the remotest parts of the body.

This means BLOOD POISONING of the entire system—Slowly but none the less surely. The effects of this auto-toxication or self-poisoning, will in time be the same as though festering animal matter had been taken into the system through a cut.

Such a condition results in the lowering of the vital, physical and nervous forces. You are always tired and depressed. Reserve force is used up and you become easily exhausted.

HEART, LIVER, STOMACH and KIDNEYS become affected, by this toxic poison, PARALYSIS and serious forms of RHEUMATISM are engendered, and often PROSTATIC and BLADDER troubles in addition.

Drugging for any of the above diseases affords no relief, for the CAUSE is still there—the Stagnant blood is still breeding the poisons of decay.

My "Direct Method" removes the cause quickly and painlessly. It eliminates the poison from the system. The organs of the body regain their normal healthy functions. You become in feelings and in fact a NEW MAN—with renewed Health, Spirits and Ambition—eager and able to stand shoulder to shoulder with the bravest and fight life's battle to WIN.

I will be pleased to have you visit my Sanitarium at any time and will gladly talk over your case with you.

Even if you cannot call on me at once, you would not only be interested in, but benefited by, a careful reading of my scientific publications.

Enclose ten cents if sealed package is desired.

My books are free, but will be sent only to the man who writes me a complete history of his case, giving every symptom that annoys him.

Feel perfectly free to ask any direct questions about your special case, and I will give you my professional advice.

Write me personally, in care of my Special Carrier.

Delmer D. Richardson, M. D.,

20 East Adams Street, Chicago.

Special Carrier 170

Hours—9 to 3 Daily, Sundays 10 to 1.

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CHRISTMAS
There's Not a
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for any stone in any style of setting which you may select from our **handsome free catalogue** until you have first held the Diamond in your *own hands* and examined it to your heart's content with your *own eyes*. Just ask us to send anything you admire, at *Our Expense*. We will not ask you for references—there is nothing to sign—you make no promise—are under no obligation to us

whatever.

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YOUR CREDIT IS GOOD

We will open an account with you on our books without any red-tape whatever.

You can afford to wear or give away one of these beautiful, sparkling, Pure White Diamonds, for you may *make your own terms* and **PAY AS YOU PLEASE**, on about any basis which suits your convenience or circumstances. If you like what we send you, pay us say a fifth of the price, and pay the balance monthly *without interest*. **Could anyone make a more liberal offer?**

Select one of these for

CHRISTMAS

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The stones are not common "store diamonds," but each one is a True GEM—scintillating, full of fire, with deep down in the heart of it a continual gleam of sparkling light.

There are very few of these pure, snow-white Diamonds in the United States—few in the World—only about one stone in a thousand taken from the mines is good enough for Our Customers. These **SELECTED DIAMONDS**—the pick of the mines—are the stones which are increasing in value so rapidly, you know.

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1906



Pabst American Indian Calendar

size
7x36
inches,
in 16
colors
and gold,
sent
to any
address,
for 10¢
coin or
stamps.

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Pabst American Indian Calendar for 1906

A beautiful, decorative art panel of historic value as illustrating Indian character and Indian art, suitable for the living room, den or library. The photographic reduction here shown conveys but a faint idea of its color and beauty. Send for it, enclosing 10 cents in stamps or coin.

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is pure malt—the most healthful of foods. Its benefits are two-fold—it quiets the nerves and aids digestion. It invigorates, it builds, it keeps you in condition, physically and mentally. That is why it is the "Best Tonic."

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We will place a Wing Piano in any home in the United States on trial, without asking for any advance payment or deposit. We pay the freight and all other charges in advance. There is nothing to be paid either before the piano is sent or when it is received. If the piano is not satisfactory after 20 days' trial in your home, we take it back entirely at our expense. You pay us nothing, and are under no more obligation to keep the piano than if you were examining it at our factory. There can be absolutely no risk or expense to you.

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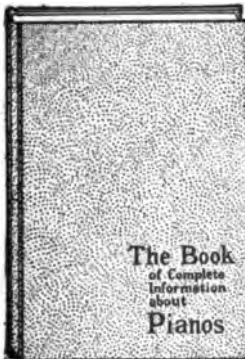
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I want your special make, because they are the best, your overalls have lasted me as long as a half as any other make.

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GRINNELL REINDEERE GLOVES

Do you expect to give any Christmas presents this year?

Then don't overlook the Grinnell Reindeere Glove—a gift that is useful and will be appreciated by the recipient.

If you are a little doubtful about what **you** will receive, why not present yourself with a pair

We tan our own leather, and thus get the pick of choice skins, which are cut after time-tried patterns.

The leather is pliable, yet tough enough to withstand hard wear, and the gloves may be washed if desired. Steam and heat-proof.

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Ask your dealer for the "Grinnell Engineer's Gloves." If he does not sell them, send us his name, address and size of glove you wear; we will have him take a stock and will send a pair along for you free with first order to him, providing you are the first engineer to send in his name.



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The Material.—Indigo-dyed denim, of absolute fast color. It costs us more, to be sure, but doesn't cost you one penny more.

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The Making.—This is the part that really counts most of all; and this is the point where "Signal" Overalls are strongest. Felled seams—no raw edges. Double-stitched in every seam. Reinforcements at places where stitching is not strong enough. Buckles that will not come off. Double thickness at the points of greatest wear. Plenty of pockets in the right places.

ONE DOLLAR will bring a pair of "Signal" Overalls right to you. If they are not satisfactory, return them at our expense, and we will refund your \$1.00. In ordering write your name and address distinctly, and give your waist and leg measurements very carefully.

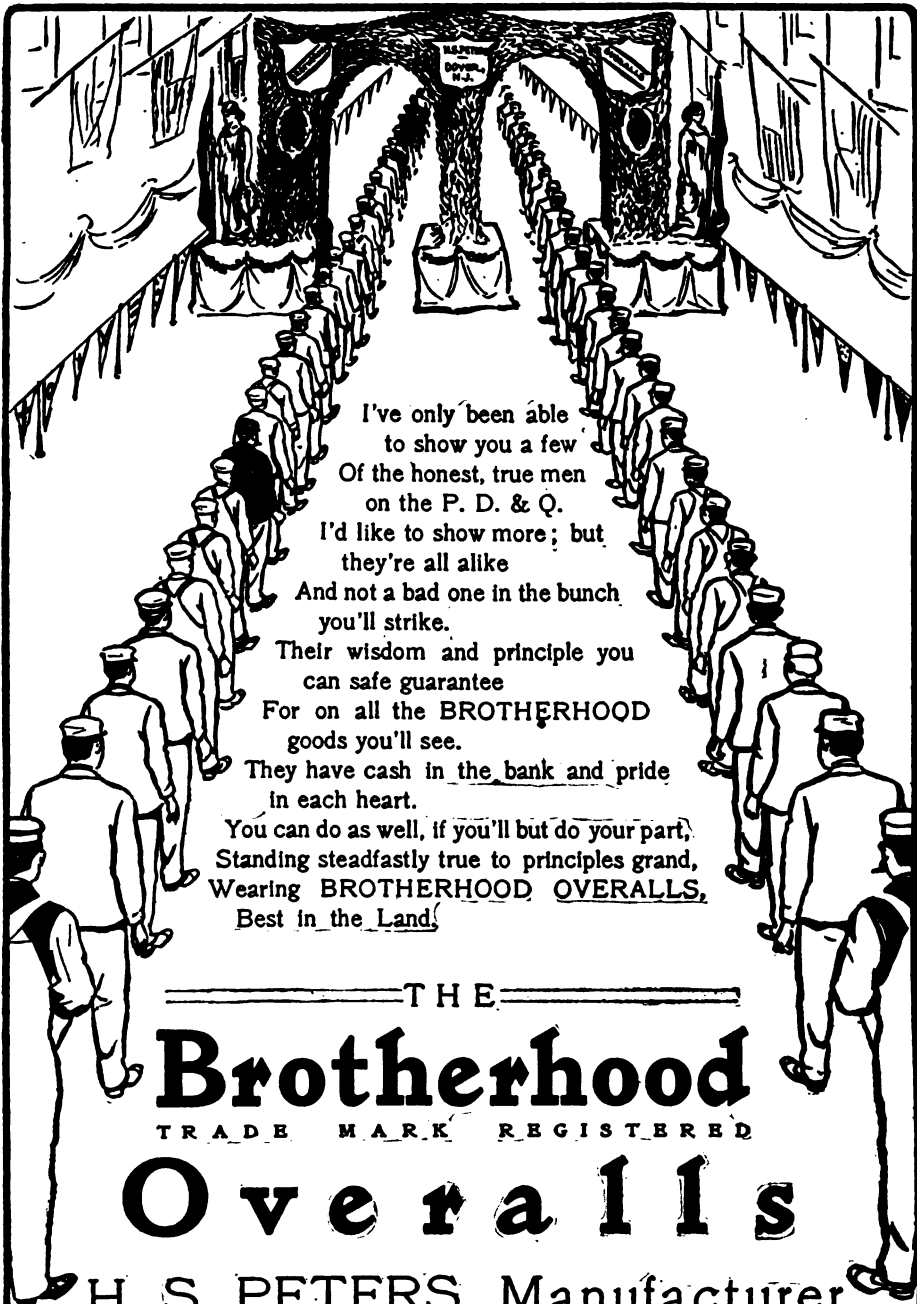
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Of the honest, true men
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For on all the **BROTHERHOOD**
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Anyone can get a pair of Great Western Gloves free. They are the best gloves made and are designed especially for railroad purposes. To get a pair free, find a dealer who does not handle Great Western Gloves, induce him to send us a small trial order and for your trouble we will forward you a pair free with the shipment to him. Send for a free time book and Faber lead pencil. The time book illustrates the different styles. You take your choice.

GREAT WESTERN GLOVES

are strong where others are weak. No seams where they receive the hardest wear. The Patent Thumb used only by us is doubly reinforced and will not rip. The leather is specially tanned to resist steam, heat and cold. Perfect fit—soft and pliable as a street glove. Cost no more than others of inferior quality. Why not get the best? For sale by dealers.

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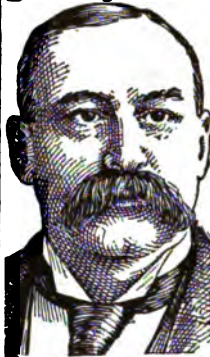
"The seamless double thumb is a special feature of the Great Western Glove. Read their advertisement carefully and if your dealer does not handle them there is an opportunity for you to secure a pair of these gloves free of charge."—Editor Locomotive Firemen's Mag., in Feb. issue.

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I was born on a Maine farm. I have made some great successes in business. My greatest through Co-operation.

I took \$1,500 capital, supplied by Farmers, Women, Physicians, Clerks, Clergymen, etc., in Belfast, Maine, and in an honest, but very profitable business, earned and paid them through BELFAST NATIONAL BANK, \$5,000 in Cash dividends in the first six months, \$25,000 in cash dividends within the next year, and in 18 months I paid them in round numbers \$330,000.00 CASH.

Every \$1 Earned \$220.00.



This is HISTORY. Reads like a fairy tale but it is TRUE. I made poor people rich. They helped me earn the riches. Just read that over again. I had \$1,500. I earned and paid my stockholders \$330,000 in cash in 18 months. Every stockholder got their share. That's my way of doing business. You must believe this statement is TRUE, for, if I were lying, I wouldn't tell you the place where I earned the money, and the BANK where it was paid.

I have learned the great value of the right kind of co-operation, learned how to make money fast in an honest, profitable business from which millions are made every year.

E. F. Hanson, Ex-Mayor of Belfast, Maine, Ex-Pres. B. & M. L. R. R.

ers everywhere who can give me information and lend their INFLUENCE. The dividends must be large.

I already have 4,000 stockholders in the U. S., Canada, England, Cuba, Mexico, Sandwich Islands, Gibraltar, etc. I want a few more. The shares are going fast. You can invest \$1 or \$100 monthly payments, if you wish. It will be safe and we will make it grow. This is no get-rich-quick scheme, no "Frenzied Finance." You will be met on the level and treated on the square. I place 30 years of untarnished business record behind that statement. I only ask you in your own interest to INVESTIGATE. You shall have all the Proof you want. References, Bankers, Business Men, Church and Public Officials, etc. Send your address on a postal card. I will send a 24-page book,

"A Guide to Full Peckets,"

FREE. I will pay the postage. Don't be "A Brother to the Ox." Stop pleading. Lift your head long enough to ask me to prove every statement in this ad. This is your opportunity, don't miss it. Don't wait if you want something better than you have got. E. F. Hanson, R 95 Wendell St., Chicago, Ill.



No. 1294 inrolled gold, 50c.; in solid gold, 85c. Small button No. 1078 in solid gold, 50c.

Both beautifully enameled and richly finished.



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Honey and Bee Supplies

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Ask your grocer for Lava Soap or send us his name and address, and we will send you a sample cake free of charge.

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It stretches like rubber; is not affected by heat, age or perspiration and makes your work easy. It has been thoroughly tried and tested and has proven entirely satisfactory. It is the only washable "elastic" made. You can have it on any brand of overalls, if you insist. Those who have worn it couldn't be hired to use anything else. If you cannot find it on the overalls at your dealer's, write us, giving his name, and stating the brand of overalls you prefer, and we will send you a pair of suspenders fitted with the Patent Spring for only five two-cent stamps.

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who want to invest some of their savings in good farm lands in Hyde County, South Dakota, at prices that will make them some money they won't have to work for. I can't afford to pay for space to tell you about these lands, but want you to write for printed matter descriptive of the country. Then, if interested I will give you prices. I haven't any "get rich quick" schemes, but have some good safe investments to offer

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for a place to put some of your earnings to draw interest? I have it in my first Mortgage Farm Loans, drawing 6 to 7 per cent semi-annual interest on good lands, yearly increasing in value, so that the security is getting better all the time. Nearly 20 years' experience without a foreclosure. Write for my Loan Prospects. It explains my Mortgage Loan Business. I haven't any big things to offer, but believe we can be of use to each other. Established Bank References.

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his discovery. Most fat people lose their

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When you have reduced your flesh to the desired weight, you can retain it. You will not become stout again. Your face and figure will be well shaped; your skin will be clear and handsome; you will feel years younger. Ailments of the heart, weakness of the lungs, general depression of the nervous system, disorders of the kidneys, liver and other vital organs will be cured. Double or under-chin, flabby cheeks, heavy abdomen and other disagreeable evidences of Obesity are remedied speedily. Dull complexion is made clear and healthy, and as the fat is reduced the skin becomes close-fitting and free from wrinkles.

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DEPARTMENT 174.

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BARR'S MECHANIC SOAP



it would make it as clean as it will your hands. A number of engineers and their families are using this soap and it is upon their solicitation that we are advertising it in the Journal so all of you will know of it.

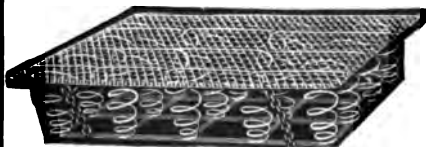
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WRITE US. \$2.00

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It's the most convenient seat made. No trouble to change from one engine to another. Good for either engineer or fireman. All parts nicely japanned to prevent rusting.

SEND CASH, STATE SIZE, GIVE YOUR WEIGHT

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\$ 80.22-\$14. DOWN
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OTHER QUALITIES!
OF SAME SIZE
AS LOW AS \$ 60

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We want to do business with those who naturally shrink from dealing with an ordinary installment house.

Our plan will appeal to that better class of people who are thrifty and honest—but yet unwilling to put a large sum into a diamond in one payment. We find it possible to profitably sell diamonds on credit at practically cash prices—and we do it. That is the secret of our success.

Upon request, we will send subject to examination, express prepaid, a 1/2 carat diamond set mounting like cut or in any standard 14-kt. sol gold mounting. If ring proves to be in every way satisfactory, pay express agent \$14. If you prefer that goods be sent by registered mail or at our writing desire to show that you mean business send \$14 with order. Balance may be paid month or weekly.

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Established 1882 Responsibility, \$250,000.

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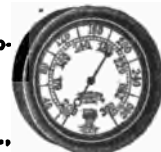
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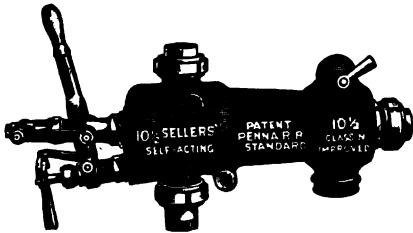
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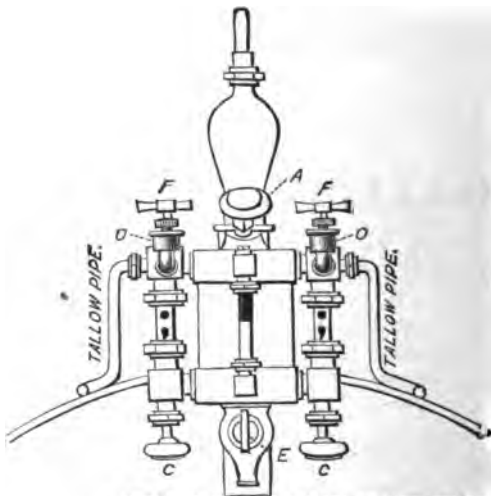
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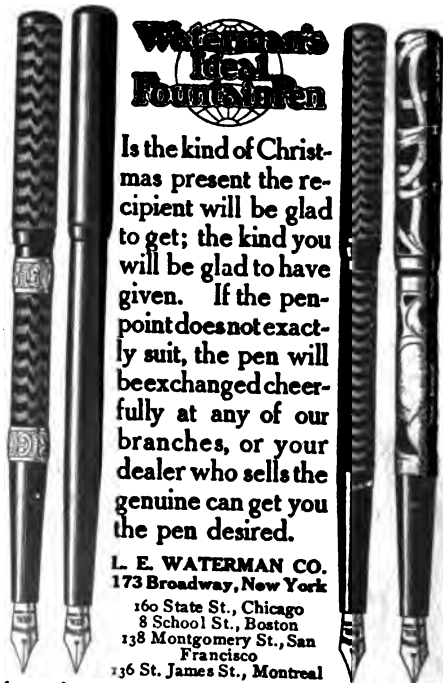
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