

room and two arc headlights were focused upon them that a picture of the banquet might have been taken. But alas! the photographer overslept. We purpose at some future time to duplicate the scene, and trust we may be able to furnish a cut for the readers of the M. & C., as we are proud of our ladies and would like to see how they may look in print.

This company has 56 men on the list, and 51 of them are members of Division No. 212. Of the other five three came to the service since our last meeting and the other two have been slow in showing up. One of these two is our former superintendent.

Merry Christmas.

G. B.

BEAVER VALLEY, PA.

Rapid Development of Railway Service.

Some three years ago the traction service in Beaver Valley was barely an excuse and rendered a most unsatisfactory service, in which less than sixty men were eking out a begardly existence. About that time the entire service passed under a new management, and to-day Beaver Valley has just cause to be pleased that the change took place. Beaver Valley to-day has an electric railway system that affords ample accommodation to the densely populated towns and hamlets in the entire valley. The service comprises some forty miles of track, and employs 100 car operators besides track hands, electricians, power house and repair men, etc. In fact, the company is one of the leading employers of labor in the valley. Since the present management took hold the entire road has been reconstructed and double tracked. Miles of extension have also been added. Our line extends from Morado on the north to Conway (or Remington, as it is officially known) east, to Vanport west, with extensions through New Brighton to Beaver Falls and across the Ohio river to Monaca and Colonia, where are some large steel mills. A short line runs up the historic Big Beaver from Bridgewater to Sharon, a hamlet in Beaver county.

The towns embraced are Morado, College Hill, Beaver Falls, New Brighton (two lines), Junction Park, Rochester, Freedom, Conway, Remington, Monaca, Colonia, Bridgewater, West Bridgewater, Sharon, Beaver and Vanport.

The company operates a park at Morado, with the usual summer attractions, and Junction Park, midway between New Brighton and Rochester, where is situated the power plant, lying along the banks of the Big Beaver.

Morado park is beautifully situated, high up on a rocky eminence, with natural scenery, wide views overlooking the Beaver Valley up and down the Big Beaver river. Nature reigns supreme mid rocks and ravines; no artificial means being used to destroy the rustic beauty. A most delightful spot to rest and refresh.

Junction Park has a "merry-go-round," roller coaster, dancing pavillion, summer theater, etc., and is well patronized.

A trip through Beaver to Vanport along the banks of the grand old Ohio is a delightful one, especially in the summer time.

Nearly the entire system consists of double tracks, with good roadbed, heavy rails and all the up-to-date accessories used in modern electric lines.

The company have about finished double-tracking between Rochester and Freedom, and much better service can soon be maintained. At present ten-minute service is furnished, with twenty-minute service at quieter hours of the day. The streets are paved with brick, making nice running.

We have nearly a hundred men in our Local and as good a lot of fellows as you would wish to meet—friendly and sociable.

Their efficiency in the business can be well understood when you know that no fatalities have occurred to either passengers or pedestrians. This, I consider, a remarkable record.

The only accident, caused by a bad rail, was fatal to the motorman. Motorman Edward Thorne lost control of his car while coming into Rochester from Monaca, down grade, around a sharp curve at the end of the Monaca bridge. His car jumped the track and crashed into a brick building, killing him instantly.

Resolutions upon his death appear in another column. Division No. 105 took charge of the remains and a delegation accompanied the same to New Castle, his home, for interment. He was an experienced man and had motored in Pittsburg, New Castle and Sharon. Conductor Hartman had three ribs fractured, but is at work again. The accident occurred on Oct. 9th. None of the passengers were injured.

Such accidents are much to be regretted. Through the kindness of our company, "The Beaver Valley Traction Co.," we had the use of the dancing pavillion at Junction Park for our first annual ball in September. We cleared nearly \$200 for our sick fund.

Our genial dispatcher, Mr. Clint Whitting, who has not been in good health for some time, expects to spend a long vacation in either Florida or California. Mr. Whitting is an experienced street railroad man, having risen in the ranks from "one of us" to his present responsible place. The boys trust he may be benefited.

Our boys are great adherents of "Teddy" Roosevelt in this respect, they do not believe in race suicide, as is evidenced by the fact that we have lately had quite a number of "smokes" in honor of new arrivals.

Some time ago the company put into service a package car, in charge of Motorman Householder and Conductor Chambers. It is so far proving successful through the hustling abilities of these brothers.

Our treasurer, Bro. McGahan, who is a great politician, went to Pittsburg last week and participated in the great Republican parade. He reports having had a swell time.

Last meeting night our annual nomination of officers took place and the election occurs in December. Lively interest was manifested, especially as the new set of officers will have in charge the future welfare of our division.

Our contract expires April 1st. All are looking forward to better "hauling" with a prospect for better wages.

At our last meeting two new members were elected for initiation, one motorman and one conductor, and expect to ride "Billy" at our next meeting. Bros. Dilling and Guy are cornering the market on tin cans and "sich" with which to feed "Billy" and expect to have him in good shape for the event.

Our meetings are held on the first Saturday night after the 5th of each month, and any brother who happens to sidetrack this way will be cordially welcome. We have pool and billiard tables and a library for our amusement and edification, and will be glad to meet visiting brothers and extend the hand of fellowship to them.

ALBANY, N. Y.

A Full Year Passes.

In appearing before the readers of the M. & C. in this issue, a reflection upon the passing year may not be amiss.

Nineteen hundred four will soon pass to the rear. It will be added with some luster to the line of historical years gone before it. Not altogether a promising year upon its advent, yet in many respects it has passed comparatively a full one.

Much gratitude is due for the good things brought by 1904, and left with us as a token of its existence.

The family of the Amalgamated Association of Street and Electric Railway Employees is not the least of those benefited by the past year. Not a single local has reported a decrease in wages, and some have crept a little higher up.

While going along the whole line of our Association, conditions have been ameliorated. This I am able to assume, from the periodical information I have been able to glean from the columns of the Motorman and Conductor. This is something for which we have just cause to be truly grateful.

Nineteen hundred four entered into existence under the frowning clouds of adversity, but as she passes out we observe that her scroll upon the page of time has penetrated despair and the silver lining is again visible. Yet never before has organized labor been so potent in making history as within the last year. It