SANTA FE CALENDARS

The efforts of the advertising department of the Santa Fe to design a series of calendars that are the most unique of their kind have called forth much favorable comment from all quarters, competitors included.

Looking backward a few years, the 1910 calendar, as many no doubt will remember, was a facsimile of a piece of Indian pottery artistically colored in dull

reds, while the 1911 calendar was a lithographic reproduction of an Indian basket, different shades of brown pre-

dominating.

The design of the 1912 calendar represented a Navajo blanket belonging to the collection of George Wharton James of Pasadena, Cal., a noted author and lecturer on Southwest topics, and a feature of the design was the result of an effort on the part of the weaver to work in some Santa Fe engines and cars along with some of the conventional Indian symbols.

The background of the 1913 calendar is a Navajo blanket of the dark blue type. On it are placed specimens of Navajo silver ornaments, including a necklace, two large oval disks taken from a belt, half a dozen buttons, a thunder bird, a bracelet and two bridle orna-The Indian silversmiths are ments. very expert, and a Navajo's wealth is principally determined by two factors the number of his sheep and the value of his silver ornaments. A Navajo family togged out on feast days affords a study in the art of ornamentation that is worth going far to behold.

THE STENO'S "MILL"

The steno had worked hard during the day and still was pounding the keys late at night. His notes were nearly all turned out in good copy, but his eyes grew heavier and heavier until he laid his head on the desk and slept.

In his dreams great sheaves of letters pursued him and, finally overpowering him, brought him a quaking captive before their ruler, a great letter-press which held its jaws open to receive him.

"Poor steno," quoth he, "but solve this riddle for us and for the benefit of these typewritten manuscripts before you and you shall go free; otherwise-' And here the letter-press lowered his jaws threateningly.

"What is this question, your majesty?"

tremblingly asked the steno.

"Only this: The rule says ten mills equal one cent, but one good mill is worth a hundred dollars. What is one cent worth?"

The poor wretch considered, "One mill one-tenth of a cent, then one thousand mills one dollar; but one mill worth one hundred dollars, then one dollar onehundredth mill.'

Here his head whirled dizzily, but bravely he continued, "One mill then one-thousandth of a one-hundredth par of a what a mill is worth, there-

But the poor wretch could go no farther. He tried to escape, but the letter crowded him, and he turned wild around for escape, bumped his head or his "mill" and awoke.

Tenderly he touched his head, mutter ing, "I hit more than a tenth of a ce anyway."

A SPLENDID LINE

That the high grade of the constrution work done on the Coleman cuto is being recognized by others than ra roadmen is apparent from the following excerpts from the report made by Eng neer Parker of the Texas Railroad Con mission. It is but further confirmation of the fact that only the best is said factory in Santa Fe service:

The standards of construction of the line from Coleman to Lubbock are far away superior to any construction (inta that has ever been undertaken in Texas you will note from the detail of cost attather in cuts and twenty-four feet in width in the cuts and the cuts and the cuts are cuts and the cuts and the cuts are cuts are cuts are cuts and the cuts are cuts are cuts are cuts are cuts and the cuts are cuts ar grade line, maximum .6 of one percent. In bridges all are permanent works of masse cast iron and steel and of treated to the steel and of the steel and where timber bridges are used, with very exceptions where temporary construits bridges still remain to be replaced by maculverts when the life of the timber is

Their depots are very creditable, the tures at Sweetwater, Post, Lubbock and der being very expensive.

Their shop layout at Sweetwater is as plete as skill in design and construction make such a plant.

Their expenditures for water supply

scarcity of serviceable engine water.

This portion of the road, as you know to be used as a part of the trunk lime tide water on the Gulf of Mexico California coast.

The Futui

Just Regulation M ship

By SLASON THOM

There is nothing more impositive ducation and the spread of differ the standing (between differ that all Americans shall confide that all Americans shall confide that all Americans in which that the prosperity and the standing other American."—Senate New York Chamber of Com

N the campaign of essential to the prohappiness of the Ar ple, there is nothing portant than the car the public mind as to the which the railways of the U are being harassed and partial providing adequate, efficient reportation. Through the fine Act to Regulate Commo the statutes supplemental interstate Commerce Commerce an invested with powers the ashiter for good or ill of the railways, which at the private private private erican citizens irrevocation while use.

the strength and wealing hern of railway regulation is 50 see i limitless authority wat a ate freedom from at the commission says grand v -- ut "recall." It is invested a was divergent powers to see as secure and to adjudge a to transportation by mass resented any established its findings by the comes the supreme court of as Its findings of fact beauti unappealable. serges ration the commission and sed of men of high the demail industry and, the ever sees of truly patriotic interessourse of years, and an of its authority, as a * to excubers has graduse at variance with the