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'How did I become Superintendent ?' answered the railroad official. "Why, it was this way: I was conductor of the morning passenger express, and one day as we were coming down by the junction we struck a misplaced switch and ran into a freight train that was standing on the siding. As we were running about thirty-five miles an hour, of course it piled things up a good deal. Our engine was smashed all to pieces, the 'smoker' telescoped the baggage car and the for ward passenger coach ran up on the hea and rolled up. I was standing on the platform at the time the thing happened, and luckily was slung off about thirty feet beside the track. When I picked myself up everything was confused, the air was filled with clouds of escaped steam, and about fifty passengers were somewhere in the wreck. Of course, it was what you might call an 'emergency, but there's no such word as that in the company's dictionary. I had my orders, and knew what do to. The roof of the smoking-car lay near me, and I heard a man crying out from underneath it. After about ten minutes' work, I got the stuff all cleared away, and reached him. He was very weak and groaning. ' Oh , heavens !' ho said, 'this timber presses on mo so, I can't move. Both my legs are broken bolow the knee.' 'Think you'll be here till the next train ?' I asked. Oh, yes, he moaned. sir, I said, and I made sut a paste-board and gave it to I made out a paste-board and gave it to
him. 'Young man,' he said, 'I observe you have neglected to fill in the day of the month, but under the circumstances, your omission is excusable. I am a director of the company, and, if I survive, your attention to duty shall be rewarded.' The old gentleman pulled through and is now Vice-President, ihat's how I'm Superintendent, and -" he continued musingly, as he fingered his lantern watch-charm. "I believe in the old saying that the companyhas rights which the public is bound to respect, and rules which they must conform to." [Life.

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