

TO SAVE LIVES ON RAILROADS.

In 1893 a law was passed by congress, compelling all railroads to provide their rolling stock with automatic couplers and air brakes, that the too frequent deaths and injuries to employees and passengers might be reduced materially. The law was to have gone into effect on January 1, 1898, but a protest from the myriad railway lines that the time limit was impossible, resulted in postponement after postponement, until the final date was fixed for the first of August, 1900.

The extension of time was granted on the condition that the railroads immediately begin to equip their cars. In June, 1893, after the enactment of the law, there were 1,047,577 freight cars imported in service, of which 229,289, or 22 per cent, were already equipped, as the law specified. December, 1897, the percentage of cars equipped was 59. In December, 1898, the percentage had increased to 77. The statistics for July were that there were 1,250,808 freight cars owned in the United States; that 1,137,299, or 91 per cent, are equipped with automatic couplers, and 763,644, or 61 per cent, are equipped with air brakes.

All the rolling stock, which has not these appliances, will not be allowed to engage in interstate commerce, but will be restricted to the carrying trade with-

in state lines, as the government has no control except over those cars crossing from one state to another.

To give an idea of the great expense attending such a radical change, it may be stated that compliance with the new law, cost the twenty-five interstate lines entering the city of Chicago, \$48,747,820. The average cost for equipping a car with the regulation air brake, was \$90, and for the automatic coupler \$20. Of the 456,016 cars owned by the roads entering into Chicago, 447,046 are freight, and 8,970 are passenger cars.

This practically puts 12,854 freight cars, owned by Chicago roads, out of service. Each violation of the law is subject to a fine of \$100. Any road that moves an unequipped car over its lines is amenable, whether the car is the property of the operating road or some other line.

The large roads maintain that the decrease in the number of accidents likely to follow the use of air brakes and automatic couplers, eventually will repay them for the expenditure. The law requires that such couplers be adopted as shall couple and uncouple without the necessity of freightmen going between the cars. The air brakes shall enable a train to be controlled entirely from the engine. The number of accidents due to the coupling of cars by

the old pin system in 1898 was one injured for every 57 trainmen employed, and one killed for every 480. The intention of the law is to prevent these accidents, and to decrease the number of collisions by better control of moving trains.—Campbell's Illustrated Journal, March.

LITTLE BRYAN ATTACKS BIG MR. CLEVELAND.

What does the democratic party of the nation think, pray, of the spectacle of Colonel Bryan administering to ex-President Cleveland, through the columns of the Commoner, a rebuke for his letter to a democratic club in Baltimore on party reorganization? Hyperion to a Satyr, Thersites to Hercules, mud to marble, a singed cat to a Bengal tiger!

The Nebraska freak is not worthy to unlatch the ex-president's shoes. One of Mr. Cleveland's little fingers contains more sense than Bryan's entire anatomy. The idea of a man, who is not now, and never was, a democrat, lecturing the greatest democrat of the nation, on democracy and his duty to his party!

Mr. Cleveland will doubtless treat this attack as it should be treated—with silent contempt.—The Californian, Eureka, Cal., April 13, 1901.

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