Can Railway Accidents Be Prevented

for the thorough investigation of railway tendent of motive power, the chief engineer they could possibly be made-witness the very simplest form of telegraphic block. accidents by government experts should be or other officials may take part. known Americans were killed.

of one of the largest American railway systems. The second cause is the shocking death of President Samuel Spencer of the Southern railway in a rear collision which occurred on that railway on the morning of Thanksgiving day.

The letter referred to reads as follows:

Sir: I have read your recent comments on the subject of a department of the government to Investigate railway accidents. It does not seem to me that Engineering News is taking the view which a technical paper might properly be expected to take. You have my investigation that railroads do not thoroughly investigate anothers; it think this is a very unwarranted conclusion, and seems to be based wholly on the fact that railways do not publish the fact that railways do not publish the results of their investigations. Mow observation leads me to think that sweety important railway company and executions, and the recidents are discussed between the officers of various railways, with the view of trying to determine what these accidents or a failure. What is the object of investigation at the proper remedy is.

The feorit serious accident on the Atlanta City line of the Pennsylvania, and that these accidents are discussed by railway officials. What is the object ought to be to diminish that Engineering News to say that they have not been theroughly investigation to see wherein a brakeman or contribution. Then again, Engineering News suggests. The letter referred to reads as follows:

Then again, Engineering News suggests that the proper remedies are not applied. In many cases the most effective and complete remedy involves a very large expenditure; for example, extensive double tracking, automatic block signaling and their devices. Can railway officials get these improvements by simply wishing for them? With freight rates stationary or soing down, with passenger rates being soing down, with passenger rates being it, and, most important of all, the reduced by state legislation, with the price of materials and the wages of employes of railway officials and employes. The railway companies may mak which they very much desire for many investigations ever so thorough.

which they very much desire for many improvements.

I notice you refer to the precautions taken to protect the cotton manufacturing interests of the country from fire. Edward Atkinson, to whom you refer. I knew very well. He was employed by prominent cotton manufacturers who allied themselves in an association for mutual protection. This is as if the railways should get together and select a man to investigate accidents and devise a remedy, which is a very different thing from having the government take it up. Yours truly.

Western Union Building, Chicago, November 26, 1906.

Our correspondent says that "every im-

Does he not really mean as thorough an confidentially, to a number of the higher It is well enough to inquire into the failinvestigation as the operating officers can officials of the Pennsylvania Railroad sys- ure of the signal operator to do his duty, to have train masters and division superin- results of that inquiry. But for every rail- what additional safeguards of systems and

cent raffway horrors at Atlantic playes at fault and to exercise discipline. City and Woodville, Ind., fresh in In such investigations at times, the signal penetrable mystery, that the bridge and Apparently the block system as operated mind, we urged that a system engineer-if the road has one- the superin- signaling appliances were as perfect as on the Southern railway main line is the

established in this country. Such a sys- litt when all is said and done, how do a great bridge company. teni of accident investigation has been in these secret rallway company investigaears. We printed one of these expert piece of work as Major Pringle's investigaour issue of November 22, and in this is. It is well enough for your train masters railway officials. What does discussion me we print the report upon the disas- and division superintendents to find what amount to in the absence of knowledge of Two causes impel us to return to the venting a wreck; but what railway com- proverbially dangerous, responsible for letter printed below, from the president spondent report one such investigation in which are so widespread? which it was found-and reported-that the continued use may have been due to ig- were: (1) put inside guard rails on your norance or prejudice or worse, of a general manager or a president, or perhaps of men even higher up who run railways from the ought to be brought home with force and

discharge may be well enough so far as it. The collision occurred after the two trains it does not go far enough?

We want investigations that will lay bare the whole matter in relation to every seri. fafther south. The following relating to what is, we believe, pretty well known to ous rallway accident; that will make clear the accident is taken from the New York railway men. The main line of the Souththe lessons which ought to be learned from Tribune of December 1:

it, and, most important of all, that will bring home these lessons to the whole body of railway officials and employes.

The railway companies may make their investigations ever so thorough, but so long as they adhere to the secretive policy and confine the knowledge of the circumstances of an accident to a chosen few of their own officials so long will accidents from the same old causes occur again and passed Rangoon.

Tribune of December 1:

An examination by an Associated Press representative of the teigraph sheets kept at the Rangoon and Lawyers block offices shows that Mattoax, the operator at Rangoon as they adhere to the secretive policy and confine the knowledge of the circumstances of an accident to a chosen few of their own officials so long will accidents from the same old causes occur again and passed Rangoon.

daily newspaper that the cause was an im- part of signatmen.

pliance was effective in causing or pre- that little knowledge of facts which is

Let us make the case still more definite: bridges; (2) make your drawbridge inter- the rear of the standing train. locking systems complete. Those lessons

signal tower at Rangoon and before they and its disastrous results. reached the tower at Lawyers, four miles

interests of the country from fire. Edward Atkinson, to whom you refer, I knew very well. He was employed by prominent softon manufacturers who allied themselves in an association for mutual protection. This is as if the railways should get together and select a man to investigate accidents and devise a remedy, which is a very different thing from baying the government take it up. Yours truly, western Union Building, Chicago, Nowmorth and City disaster. It illustrates well the public because the respondent says that "every important railway company and every good railway management makes a most thorough investigation of any serious accident."

Does he not really mean as thorough an experiment take it up to the control of the country from the same old causes occur again and the control of their own officials so long will accidents from the same old causes occur again and the trailway compans. The block sleet at Lawyers bears out their own officials and even the public become hardened to them, and, we regret to say it, oblivious to the lessons they ought to teach.

Our correspondent has referred to the Atlantic City disaster. It illustrates well the point we wish to make. The West Jersey & Seashore railroad officials doubtless made their own officials and even the public become hardened to them, and, we regret to say it, oblivious to the lessons they ought to teach.

Our correspondent has referred to the Atlantic City disaster. It illustrates well the point we wish to make. The West Jersey & Seashore railroad officials doubtless made their own officials so long will accidents from the same old causes occur again and the threfore did not know this therefore did not know this train had been at Lawyers bears out their own officials so long will accidents from the same old causes occur again and the Lawyers bears out their form the same old causes occur again and the Lawyers there would have been not accident. The provident same of their own officials doubtless made the color of the higher of the same of the public t

rowing circumstances of the re- to place responsibility on particular em- a dozen or a hundred will read in the vent such fatal lapses of memory on the

sworn testimony of the engineering head of There seems to have been no mechanical And with such knowledge of the actual train a clear signal without permission check to prevent the operator giving a peration in Great British for over thirty tions compare with such a thorough-going circumstances as this our correspondent from the operator in the block tower shead. says, no doubt truly, that this accident If there had been, Rangoon would have ben caports on an English trolley accident in tion of the Salisbury disaster in England? was common subject for discussion among compelled to report to Lawyers the passage of No. 35. Or if there had been a track trous derailment at Sallsbury. England, engine runner or conductor or fingman was the actual circumstances? Is not such disast summer, in which a number of weil- at fault for a collision, or even what ap- cussion as this among rallway officials, with till No. 35 had passed out of the block. The fallure of the time-honored (or time-condemned) plan of relying on the rear flagsubject again. One is the receipt of a pany goes beyond this? Can our corre- many of the crude ideas and prejudices man is shown by the fact that although the flagman did go back, and was seen by the engineer of the following train, who applied fault at the bottom was a defective method. The lessons of the Atlantic City disaster, his emergency brakes at once, the train of operation or defective appliance, whose written so large that any one could read, could not be stopped soon enough to avoid striking and telescoping the private car on

So far as at present appears, therefore, the lesson of this latest disastrous wreck is that while any form of blocking is better than nothing/ it is worth while to surround even a simple telegraphic block with such mechanical appliances as will aid to prevent fatal errors on the part of the towermen. This lesson ought to come home with the more force to railway officers because of the prominence of the principal victim.

But it may be asked what could a government investigator do in relation to this particular accident? He could make known to the railway officers and employes the country over all the facts relating to the occurrence. It has been widely advertised that this was a collision under the block system. In the interests of sound rallway practice it ought to be made public just how nuch-and how little-of a block system it whs. In the interests of sound discipline, block signal operators, the country ever should have placed before them the particgoes, but cannot our correspondent see that (No. 35 and No. 37 following) passed the ular error of which one operator was guilty We may go one step farther and set down

ern railway, on which this collision occurred, has had a bad reputation for at least five years, and we do not know how much longer, for its great number of train wrecks. The traffic carried long ago outgrew the facilities for moving it and the system for protecting the trains on the secured, road. Had these accidents been investigated by competent government experts, instead of-according to our correspondent-by the railway company itself, we cannot help make in such time as they have to spare? tem. Possibly a few officers of other roads but it is of far more importance, for the great volumes of freight at low cost, but tion should be made.—The Engineering dead. The train was nearing the Tenth We are well aware that it is the practice may casually learn in time of the actual prevention of similar accidents, to ask frankly revealed the fact that American News.

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elaborately trimmed with German and French Cluny laces and drawn work medallions - all

ered and lace trimmed with hand made drawn work and medallions hand made, at 2.50 to \$32.50 high and low 2.50 to \$29 at \$15 to 37.50

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AT BRANDEIS' UNDERMUSLIN SECTION-MAIN FLOOR-OLD STORE

practice in signaling and the protection of trains made him stand aghast.

And now, finally, a word in answer to our correspondent's ploa of poverty near the close of his letter. Whatever the circumatances of individual roads may be, the fact is, as shown by the figures published in this column last week, that the railways of the country were never more prosperous than they are today. Taken as a whole, the rullways of the country can well afford the appliances and methods necessary for safe operation. Wherever they cannot, they should reduce train speeds to such a point that safety will be

The plan of letting the railways conduct their own secret investigations of accidents has been long on trial and the slaughter and maiming still goes on. Is it torn from his body, literally stripping train had just passed the switch with twenbelieving that long ago something would not time the secret policy in railway mathave had to be done for the betterment of ters was abolished? Is it not time the undergarments. operating methods. It might well be that public, whose lives and limbs are at risk, such improvement would have averted the should assert its right to some knowledge head, his shoulder is bruised, his nose collision that cost President Spencer's life, of the methods which are being used for cut and his left leg sprained. He left his By a curious coincidence, on the same are not being used) for its protection? clothing in shreds on the track. But he day with the reports of the Southern wreck. Why not try the plan of government in- teld the story to his parents and sisters there appeared in the daily papers inter- vestigation? What have the railways to at the Thanksgiving dinner at the Shaler views with one of the principal officers of fear from it? Why should railway officers street home yesterday. the Great Western railway of England, oppose it when their own lives are oftenest who is spending some time in the United the ones at stake? If the reason is that on in the Baltimore & Ohio yards, near the States. Asked for his opinions of American many railways the methods in use will not railway practice he expressed great ad- bear a critical examination, then there is day night. Fellow workmen who saw him miration for American methods of moving all the more reason why such an examina-

Mighty Close

the rails on a steam railroad him-and still live to tell the story?

Shaler street, Duquesne Heights, Pitts- city for him in vain. burg, yesterday. Nineteen box cars, clumsy freight carriers, rolled above him pounds and is about 26 years old. Ha at the rate of twelve or fifteen miles an tells the story of his hairbreadth escape hour Tuesday night. His clothing was without any melodramatic effect. The his bedy of overcost, "jumpers" and even ty-one box cars when he fell.

Roth has a lump on the back of his

Roth fell from the top of a freight car South Tenth street bridge, at 8:30 Tues-

AN a man five feet eleven inches street bridge when the young brakeman In height, 173 pounds in weight, 35 took his tumble. Roth lay on his stomyears old, healthy and robust and ach beneath the train until the last car wise, squeeze himself in between had passed, then rose, picked up his while a heavy freight train pusses above broken lantern, and fell, bleeding beside the tracks. Two yardmen came to his Albert E. Roth, a Baltimore & Ohio assistance and sent him to Passavant brakeman, related that experience at the hospital. Yesterday morning he arrived Thanksgiving dinner at his home, 120 home, after his sister had searched the

Roth is 5 feet 11 inches, weighs 175

Suddenly he was jerked forward tem feet by his overcoat catching a brake, At the same time he received a blow on the back of the head. Awaiting his death blow from each cur that passed, he threw his hand to the back of his head, when another brake caught his glove, tearing it from his hand. Then, as each truck passed him, another strip was torn from some part of his clothing.

Roth heard the last car pass. He sprang up with hardly a shred of clothing left. He expects to be able to return to work in a few days.-Pittsburg

Another View of Bankers' Currency Plan

HE following from Dun's Review is a careful discussion of the proposed changes in the currency plan, if that it can be called. Is a compromise ineasure. The committee to which the matter was referred at the committee to which the matter was referred at the committee to the currency plan, if that the committee to the committee to which the matter was referred at the committee to the currency plan and the American Earlier association and an unexpectedly speedy agreement. It is proposed that any national bank, which has been actively in business for one year or more and has a surplus of at least 20 per cent, may issue credit notes and to 30 per cent of its capital, subject to at any three contents of the contents ent bond-secured notes is intended to pre-vent a sale by the banks of their bonds now

spec can to five capital. The relation preont bond-secured notes is intended to preont bond-secured notes is intended to preont bond-secured notes in intended to a preintended to secure notes in order to a wait the secure of the service of the serv

odd thousands of years, and seem to see ...she has heard-there be "many beauteous him busily tracing hurried and flutried damaels, with eyes like the sun and milkpurrone of redemption.

Whether this tax will suffice to perform the other important function of holding the credit notes in check and maying them home to question on which there may be hieroglyphics upon the scroll, only to be white brows;" and well we all know what irritably torn up again, and a fresh reed men ure.



and knows that he knows. In every business house, when a perplexing question arises, there is some man who is sent for as the man who knows. It may be worth thousands of dollars to you to be that man in your house. With a set of The New International Encyclopaedia, together with the book of study courses that comes with it, you can thoroughly inform yourself on any of 100,000 subjects, that when any question comes up you will be able to answer it authoritatively, positively and correctly. Misinformation or hearsay is dangerous. With

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WALBOT, Head Consul Modern Woodmen of America, Lincoln:

GEORGE E. EOWARD, Dept. International History, University of Mebracka, Lincolns and the last contributor to the New International Encyclopaedia I feel that in several respects I may properly express an opinion regarding its morits. All things considered. I feel that the work is the best Encyclopaedia now before the public. It is exceedingly accurate, comprehensive and well-proportioned. It is an public. It is exceedingly accurate, comprehensive and well-proportioned. It is an entirely new back in every essential respect. It represents a conscientious effort to make a great and trustworthy work of reference, regardless of expense. The writers were in no way hampered in doing good, scientific work on the score of economy. The only aim was to have the articles as perfect as possible. In every way the New International Encyclopaedia is worthy the confidence of the American results.

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praying for and the others lost in the wash. kaiser's realms, yet before a Germany was, large initial expenditure.

And at the end of this effusion he bern since Wands and Tentons were still strug-

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