

Rest for Railroaders to Prevent Accidents

Refreshment of Weary Nature Saves Lives and Property.

How prevent the perennial slaughter on American railroads? How appease the monster which grinds out some 10,000 lives yearly and spreads his maw for more? Is it a necessary sacrifice?

So momentous has the railroad travel situation become that the present session of Congress has been forced to give it attention. Especially is the question of overworked employees receiving attention from the Interstate Commerce Commission. The same question forms the basis of the La Follette bill providing for the regulation of labor of railroad trainmen and other employees.

When, a few weeks ago, a wreck at Terra Cotta, near Washington, caused the death of almost sixty people, the astounding discovery was made that one of the engineers had slept but eight hours in forty-eight!

Even J. J. Hill, himself a railroad magnate, recently stated that railroad-reading has become so uncertain he wonders when he takes a long journey whether it is to be his last. What are the railroads doing about it? Some have made a serious effort to solve the problem, and as a notable consequence the "rest-houses" in being quite generally taken up. In all parts of the country there are being provided free rest and recreation for the railroad man, with a view to fitting him for protecting the lives dependent upon his proper performance of duty.

Mr. Hill declared that "it is a fact of knowledge to every railroad man, that in this day from two to three trains at times enter into every block of every railroad in the country." In fact, the whole situation has resolved itself to this: No matter how ingenious a system of blocks or other safety devices may be evolved, the safety of the travellers must finally rest upon the human mechanism that really runs the trains.

This has been made clear by the occurrence of some of the most terrible recent wrecks on roads where latest approved safety appliances were in operation. When, some time ago, Samuel S. Spencer, president of the Southern railway, started with three guests on a trip over his own road, he took care to see that all safety devices were in satisfactory order. Yet he and his guests were killed in a wreck. The reason?

Investigation seemed to show that the block signals had been disregarded; if this was caused by employees working long hours, that fact was not developed.

How inefficient are mechanical attachments when the human brain behind them is befuddled from loss of sleep was shown, less than a year ago in a wreck near Shamokin, Pa., in which two people were killed and a score injured.

For two nights a telegraph operator had been at the bedside of his sick wife, and then responded to a call to work. An hour or two later he forgot an order which the dispatcher had sent him and allowed a Pennsylvania passenger train to pull out from the station, when it was certain disaster to do so.

It is the business of the Interstate Commerce Commission of the United States to investigate every fatal railroad accident and report fully upon it in a bulletin which is made up quarterly.

These bulletins are elucidating. It would astound the average person who is used to accepting the railroad company's explanation of wrecks if he should see the comments made at times by the commission.

For instance, take the report for the first three months of last year. The cases are given by number only. This is the comment on Case 2, in which one person was killed and four injured:

"Too high speed in fog. Engineer did not see signal. Engineer who was killed had been on duty seven hours thirty minutes."

"That was all. The report didn't say

Internal Cleaning Clears the Complexion

Bright, ruddy complexion is simply a matter of good health. Keep the eliminating organs in shape and you'll have a complexion to be proud of.

Stir your liver occasionally. Eat your breakfast. Regulate the bowels and flush out the wastes that darken the color of the skin.

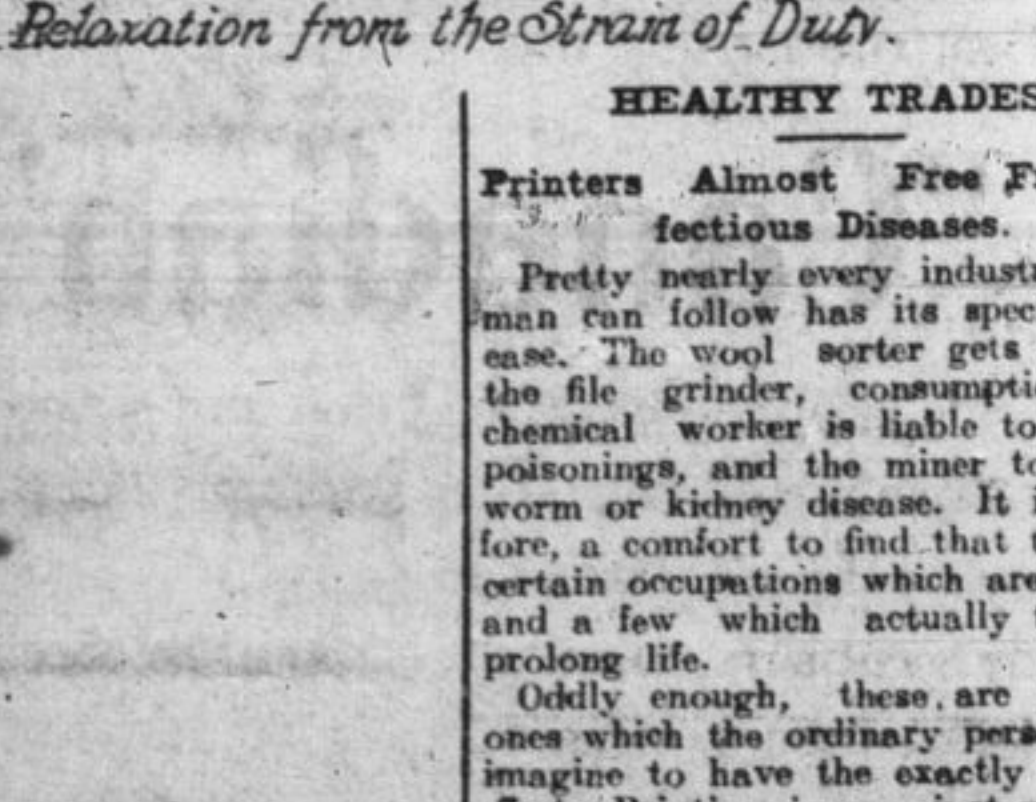
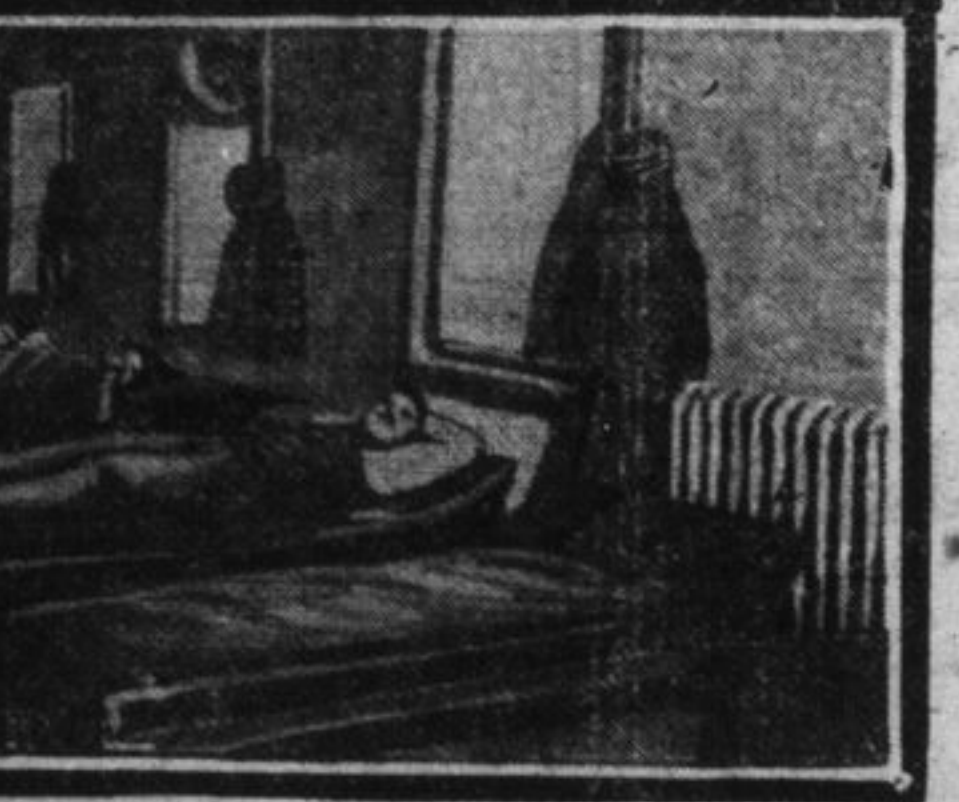
This you can do with Dr. Hamilton's Pills. They cleanse and purify all internal organs that are sluggish—purify the blood, give it richness, tone and vitality that shines out in red cheeks, laughing eyes and ruby lips.

No medicine for the complexion like Dr. Hamilton's Pills. Try a few boxes. They are harmless and efficient. Sold at all dealers. Sold in yellow boxes only.



Reading Room at a Modern Terminal.

Sleeping "Cage" on the Southern Pacific.



Life and Property Depend on Men Huddled in this Shanty.

Relaxation from the Strain of Duty.

HEALTHY TRADES.

Printers Almost Free From Infectious Diseases.

Night and Day Sleeping Rooms.

Men on some lines, where facilities for rest and recreation are not provided by the company, endeavor to make themselves as comfortable as possible with make-shifts.

GREAT APPLE WASTE.

Is Going on in the Orchards of Ontario.

Case 11 (one killed, four injured): "Conductor, engine man and whole crew (on duty sixteen hours) overlooked meeting orders delivered to them thirty minutes before."

Bulletin No. 18, for the last quarter of 1905, shows many accidents in which men had been on duty excessively long hours. In one instance the conductor and engine man had worked fourteen hours, with five hours' intermission for sleep. Again, a telegraph operator was awakened by a conductor and gave him three orders, but forgot the fourth.

At the Tillsonburg dairymen's meeting last week the question of the orchards was referred to by M. S. Schell, M.P., who he said:

There are thousands of barrels of apples wasted every year. There is no year, even when apples are only worth 20c. and 25c., but they could be put in cold storage, and kept till spring and sold for a good price. The trouble with the fruit growers is that the fruit must be packed and sold right away and so in the English market this is the cause of glutting and lowering of prices which were even lower than cost of freight. Apples kept at 32 and 36 degrees can be held four and five months with perfect safety.

Wrecks Due To Overwork.

Another advantage is that one may leave a call just as at a hotel, giving himself time enough to dress, get a lunch and meet his train. A caller stays up all night attending to these orders.

It Cured Their Rheumatism.

Newspapers As Cleaners.

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1. Local freight standing at station; twelve hours late; no flag out; weather foggy; men on duty twenty-five hours thirty minutes.

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2. Engineer failed to properly control speed; had been on duty twenty-two hours, with five hours' rest within that time.

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3. Engineer, who had been ordered to hold one of the trains, went into caboose to get red light; sat down to warm himself and dry his clothes; fell asleep; had been on duty over sixteen hours.

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4. In a distressing wreck at Glenwood, Ill., in which a freight train ran into a trainload of excursionists, killing and injuring many, it was developed that the freight engineer, who had disregarded plain orders had been on duty for more than twenty hours.

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YEAR 74. NO.

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Cuts Everything! But a good housewife acquaintance and that we will stake our reputation on it. We are demonstrating this. Let us show you its merits. We have other makes but insist on getting the BEST. Sold only by...

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