

STREET CARS NEEDED TO INSURE SAFETY OF PASSENGERS

Interstate Commission Recommends Their Use—Report Shows Many Deaths Due to Carelessness.

WASHINGTON, Dec. 10.—Street cars in passenger-train service should be required by law, the Interstate Commerce Commission says in its annual report made public here today.

The commission is desirous of making the railroad hours of service act more stringent, and proposes that the penalty for violations of this act be changed to a fixed and definite sum, or that a minimum penalty of \$100 be established instead of the penalty of "not to exceed \$100," as now provided.

"Sixty-three train accidents during the year ended June 30, 1914," says the report. "Forty of these accidents were collisions, and 23 were derailments. They caused the death of 165 and the injury of 2134 persons. The collisions investigated were responsible for 108 deaths and 1192 injuries, and the derailments caused 61 deaths and 718 injuries. Thirteen of these collisions, causing 39 deaths and 442 injuries, occurred where the block system was in use, and 24 collisions, involving 84 deaths and 718 injuries, occurred upon the train-order system. Three collisions, causing 5 deaths and 7 injuries, occurred in yard movements where the system of train operation was not a factor.

"Collisions caused by improper flagging continue to be a prominent feature of these investigations. Eight of the 40 collisions investigated were due to this cause. In these 8 collisions, 45 persons were killed and 396 injured. In one collision, due to improper flagging, which caused 14 deaths and 294 injuries, the flagman at fault had been employed only 24 days, and was entirely without previous railroad experience. The inherent weakness of the train-order system continues to manifest itself as a prominent feature of the accident record. In 12 of the 40 collisions investigated it appeared that 7 were caused by trains encroaching upon the time of superior class trains and 5 were caused by the failure of the operator to obey orders. In these 17 collisions 26 persons were killed and 179 injured. On most roads where the train-order system is widely used, the operator is given no check against the possibility of trainmen forgetting or misunderstanding the order. On some roads the rule is not observed.

"In previous annual reports the Commission has called attention to bad conditions of track and roadway which are responsible for many derailments. No material improvement in such conditions during the period covered by this report is noticeable. Six of the 40 collisions investigated were either directly caused or greatly contributed to by bad track. These six derailments were responsible for 42 deaths and 718 injuries. In all 61 derailments investigated 61 persons were killed and 972 injured. In at least three of these derailments, occurring in widely separated sections of the country, the track conditions were absolutely unsafe for the operation of trains at speed, and it did not appear that on the roads involved any proper system of track inspection was maintained, or that adequate facilities, in the way of material and labor, for keeping track and roadway in good condition were furnished."

ALLIES' AVIATOR CAVORTS OVER ANTWERP, JEERING FOE

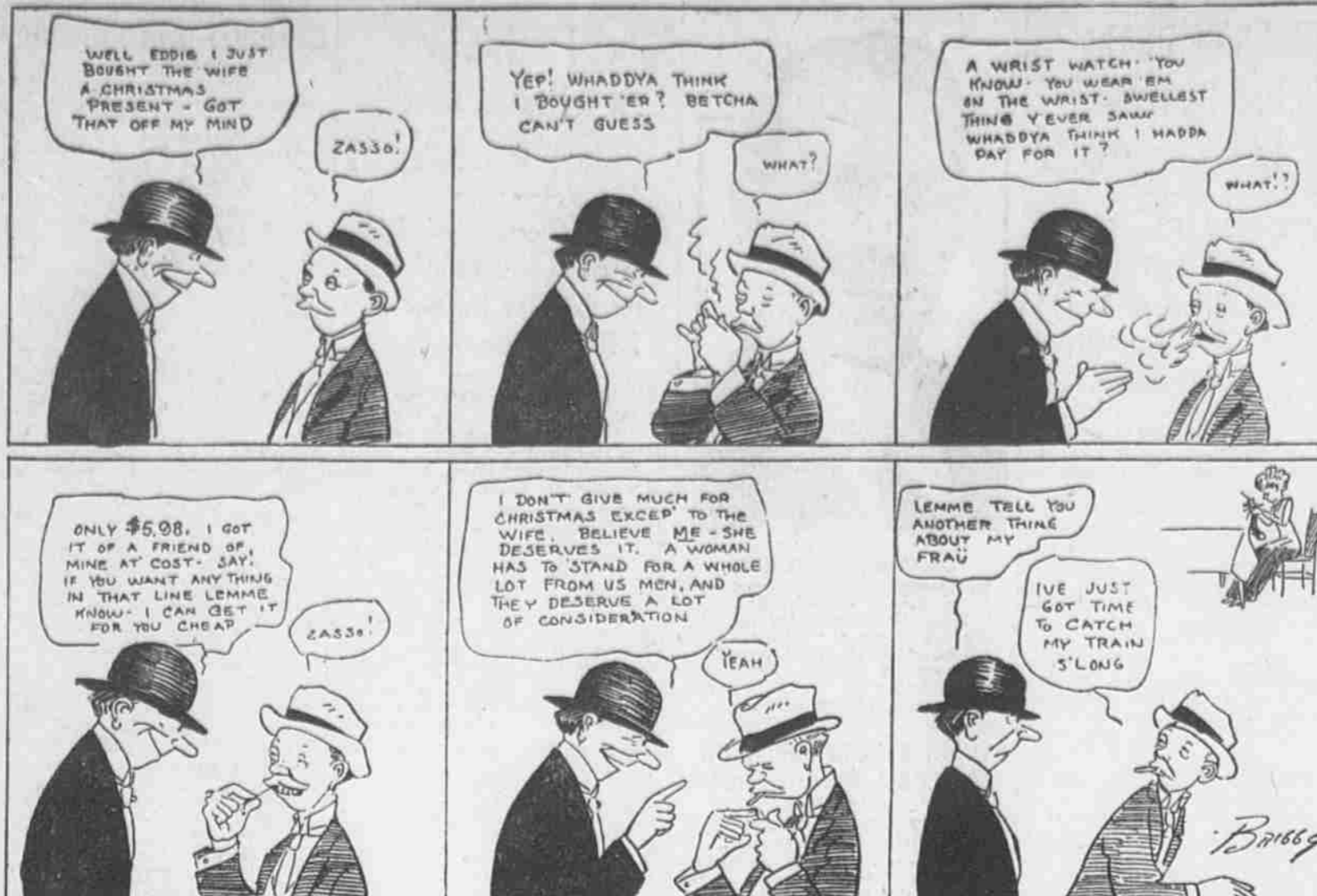
Drops Bombs, Loops Loop, While German Fire Goes Wild.

ROTTERDAM, Dec. 10.—Antwerp is secretly laughing at the discomfiture of the German garrison on Saturday. An aeroplane of the Allies was seen approaching the city, dropping bombs with cherry messages. The bombs were dropped with such skill on the ship bridge across the Scheldt that it demanded all the ingenuity and skill of the German engineers to prevent it from being smashed once more.

"The Germans opened fire, but the airman seemed to possess a charmed life and flew easily, waving to those below and dropping messages to the inhabitants saying their friends were coming by December 15.

"Our Friends the Enemy" A serious bobby captured a working man and baled him into court on the charge of being an unregistered German. The man swore he had a Russian birth certificate, and produced it. Then said the Magistrate severely: "But, why, then, have you for 15 years been manufacturing as a German?" "Because," answered the man apologetically, "when I came to England 15 years ago the feeling against Russia was so strong that I was obliged to pass myself off as a German."—Harper's Weekly.

NOW IS THE TIME TO MAKE GOOD WITH FRIEND WIFE



'OSLERIZE' JUDGES OVER 70, ATTORNEY GENERAL SUGGESTS

Mr. Gregory, in First Report, Recommends Amendment of Commodities Clause. The New Haven Case.

WASHINGTON, Dec. 10.—Following the policy of his predecessor, Attorney General Gregory recommended in his first annual report, made public today, that Federal Judges over 70 years of age be "oslerized" via compulsory retirement.

While recognizing the constitutional right of Judges to life tenure during good behavior, Mr. Gregory holds that if a superannuated Judge fails to retire at 70, another younger Judge should be appointed to take active charge of his court.

"This will insure at all times the presence of a Judge sufficiently active to discharge his duties promptly and efficiently," says the report.

A recommendation, aimed chiefly at railroads controlling coal companies, is submitted by Mr. Gregory. He suggests that the commodities clause, which prohibits railroads from transporting in interstate commerce articles which they manufacture or produce, or which are manufactured or produced by any corporation controlled by the railroads, or having the same directors.

The report points out that, while it is a crime to assault a Federal officer engaged in serving a process, it is no crime to kill him. Because of this anomalous situation, Mr. Gregory asked Congress to amend the law regarding interference with Federal officers.

DEEDS OF DARING, ROMANCE AND COMEDY OF GREAT WAR

Passing a building in Glasgow where some of the Belgian refugees were housed, two young girls were overheard arguing about the language of the guests, thus:

"A wish we'd been gettin' French this year; we'd been able to speak the language of the Belgians."

This story of Irish heroism is told by a trooper of the Dragoons, writing home: "There was a man of ours who carried a chum to a farmhouse under fire, and when the retreat came got left behind. A German patrol called and found them. There were only the two, one wounded, against a dozen Uhlans. Behind a cover of furniture they kept the Germans at bay, wounding or killing half of them. The surviving Germans made off and brought a machine gun to the house and threatened to destroy it. The two soldiers were not unkind of the kindness shown them by the owners of the farm, and rather than bring loss on their village they rushed out, probably with some mad idea of taking the gun."

The way in which the Russian soldiers will risk their lives for comparatively small luxuries is evidenced by the following story. During the fighting in East Prussia a corporal asked permission to take a couple of his comrades and try to surprise one of the German scout-line patrols. He was granted the request, his officer asked why he had volunteered such risky work. The corporal replied that the previous night a friend had relieved a German officer of a good supply of chocolate and a flask of brandy, and he wanted to "try his luck," too.

The corporal grinned and showed two cakes of milk chocolate and five cigars. "And what did you get?" asked the officer.

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Sir John French made a reputation in the Boer War as the most ungalantly horseman and yet the most dashing cavalry leader. He is now termed the worst "French" speaker in service on the Continent.

Princess Mary spends several hours daily personally holding the great influx of mail in connection with her plan to provide Christmas presents for British soldiers and sailors.

Herr Holthoff, stage manager of the Court Theatre at Coburg, had never handed a gun prior to the war. He has been three times decorated for bravery and raised to the rank of lieutenant.

The Tommy Atkins Chum Association, of Worsnop, had sent 20,000 cigarettes to the British troops on the firing line.

The War Office refused an offer to form a soldiers' battalion, replying that all who are willing to serve must enlist in the usual way.

The Optimists' National Corps, a body of 200 business men occupying managerial or executive positions, unable to join the army, are helping to obtain recruits.

Son of this city, died yesterday. He was born at Concordville, Delaware County, 36 years ago, and was a life-long member of the Society of Friends. He is survived by a son, Clarence C. Peters, and a daughter, Miss Anna M. Peters, both of whom were with him in business. His wife, who was Miss Mary Anna Chandler, died 11 years ago.

Dr. Louis Jack, a retired dentist, and a raiser of high-grade Ayrshire and Guernsey cattle, died yesterday at his home in Moylan, Delaware County, following a brief illness. He was 52 years old. Dr. Jack was graduated from the Philadelphia College of Dental Surgery in 1884. After 22 years of practice in this city, he took up his residence in Moylan, where, in addition to resuming his profession, he specialized in fancy cattle raising. He was one of the founders of the Philadelphia Dental Club, and a member of many dental fraternities throughout the country. Doctor Jack was also connected with the New Jersey State Dental Society.

William W. Null, 67 years old, a member of the old Chester County family, died yesterday at his home, 6213 Pine street, after a long illness. Mr. Null was for years engaged in the milling business in Chester, Pa., and became a resident of Philadelphia, eleven years ago. He was an elder of the Presbyterian Church in Glen Riddle, and a member of the Odd Fellows and Red Men. Mr. Null leaves a widow, a son, Wallace S. Null, and six daughters, Miss Margaret E. Miss Jane Q. Miss Sara O. and Miss Rae S. Null, and Mrs. William E. Griffith, wife of a newspaper publisher of Delaware County, and Mrs. John Ogden, Jr., of this city.

Dr. John W. Reith, 32 years old, died yesterday at a hospital in Lancaster, Pa., following an operation. He was graduated from the Hahnemann Medical College in 1906, and after spending a year at Blackwell's Island, New York, as interne, moved to Lancaster, Doctor Reith is president of the Goodwin Tricounty Homeopathic Society. He leaves a widow, who before her marriage, was Miss Helen Sumpton, of this city.

REV. DR. M. BARABAZ BALTIMORE, Dec. 10.—The Rev. Dr. Mieczyslaw Barabaz, a prince of Poland, who renounced his title to become a priest, died suddenly yesterday at the rectory of the Holy Rosary Catholic Church. He had been rector of the church for 22 years. He was 49 years old, and for the last seven years had suffered a general breakdown in health.

GEORGE D. HARTLEY, 56 years old, who for 24 years was connected with the John Wanamaker department store, of this city, died Tuesday at his home, 808 Havestorf avenue. He leaves a widow and five children. The funeral, the date of which has not been set, will be held from his late residence.

DEATHS BILBIO.—On December 9, 1914, BILBIO, funeral on Saturday, at 10 o'clock, at the residence of his son-in-law, George Bilbio, 4223 Ridge ave., Roxborough. Interment private.

DEATHS BROWN.—On December 9, 1914, JOHN BROWN, husband of the late Mary A. Brown, funeral on Saturday, at 2 p. m., at the residence of his son, James Brown, 828 West Allegheny ave., Interment Greenwood Cemetery.

DEATHS DUBBS.—On December 7, 1914, JOSEPHINE A. DUBBS, wife of John W. Dubbs (nee Penn), funeral on Saturday, at 2 p. m., at the residence of her son, John W. Dubbs, 1771 West Thompson st., Germantown. Interment private.

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SNODDLES' DIARY: SOOSIE WASN'T TICKLED TO DEATH OVER THE NEW ARRIVAL

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SERVES YA RIGHT! I TOLD YA TEN MILLYUN TIMES TO CUT OUT YER SCHOOL