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THURSDAY, SEPTEMBER 12, 1912.

OUR UNSAFE RAILROADS.

The annual report of the British Board of Trade upon the accidents on railroads in the United Kingdom, which has just been published, when compared with the statistics of our railroads to the Interstate Commerce Commission, affords an illuminating comparison of the hazards of travel in Great Britain and the United States.

Only fourteen passengers were killed and 405 injured in Great Britain last year from mishap to trains or rolling stock and only ninety-two met their death and 2,257 were injured by accidents arising from other causes. Expressed in another form, only one passenger was killed on British railroads in every 144,000 journeys and one injured in every 185,000 journeys.

In comparison with the above figures the statistics of accidents on American railroads during the past fiscal year picture a veritable slaughter. In 1911 a total of 10,034 were killed and 155,102 injured by our railroads. Of these, 156 of the number killed were passengers and 2,692 were employees. The remainder were trespassers on the property of the railroad companies.

A DEMOCRATIC DANGER SIGNAL.

Maine, the State that started the Democratic landslide of 1910, electing the Governor, the Legislature, two Representatives in Congress and that now holds both its seats in the Senate for the Democrats, reversed itself Monday.

The Maine voters apparently are not so easily won over as they once were. The Maine voters apparently are not so easily won over as they once were. The Maine voters apparently are not so easily won over as they once were.

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shatter the redoubts of the opposition and drive the hosts of privilege, protection and plunder from the citadel of government.

UNWARRANTED INTERPRETATION.

A headline over a Dundee special cablegram, giving a synopsis of an address on "Antarctic Discovery," delivered before a section of the British Association by Sir Clements R. Markham, president of the Royal Geographical Society, reads "British Shiver at Amundsen." It is not like Sir Clements, who is one of the most distinguished of living geographers and explorers, to be ungenerous or snarling at the achievements of others, and the contents of the report fail to disclose anything justifying the headline, except through a strained interpretation of the speaker's statement that he was not discussing "polar duress."

Without prejudice to Amundsen's splendid feat in attaining the South Pole, and notwithstanding deserved highest recognition of his intrepidity, when all is said, his achievement comes more within the category of a spectacular dash and exhibition of the sportsman's spirit than that of any other. At the last he stole a march on the other Antarctic expeditions in the field and profited, when their leaders thought he was aiming for a goal in exactly the opposite direction, and virtually his sole ambition was to reach a purely geographical point.

The three expeditions Amundsen left in Antarctica contemplate thorough geographical and geological survey, comprehensive study of meteorological and magnetic conditions and phenomena and the collection of all possible data bearing upon physical science along their respective routes. An especial hope of Dr. Markham is to demonstrate the practicability of establishing wireless weather stations in Antarctica and this further forecasts that could not but prove of incalculable value to the agricultural and shipping interests of Australia and other British possessions in that quarter of the world.

In the event of Captain Scott's success by the difficulties of utilizing these deposits, by getting them out and to civilization, what they may mean, persistence, perseverance, intrepidity and spirit of defiance of natural obstacles, to say nothing of his avowed will "lay all difficulties low." And just here it may be remarked that knowledge of the general geological formation of Antarctica affords the same reasons for supposing that region to be a mineral treasure house that have been vindicated by experience in the case of the Arctic areas, in the matter of vast available and paying mineral horizons—contributions to the world's economic wealth.

A "wonderful cavern and waterfall" have been discovered in the mountains about ten miles southeast of Bentonville, according to the correspondent of the Warren Sentinel at that place.

There isn't a poet in America who knows how to run an automobile. The richest man in the United States can't eat a piece of beefsteak or a buckwheat cake.

Notice that she never said how much brandy she put in. Philadelpia women are extolling to society sisters the virtues of a ready diet of carrots, which, they say, is responsible for their improved complexions. The carrot is as delicious as it is beautifying, and is the real democratic vegetable as well as the favorite diet of the Petersburg Index.

The Tepeka idea of buying Roman slaves by the ton and setting them off "evens" to drive the sparrows from shade trees must be pleasing to the small boys.

pleasantly at the White House, but he is not moved from conviction by that. He says:

"While I am a baseball player and I can talk baseball, I am not feeling myself into thinking that I know anything about the other game."

"I have met all three of the candidates and there is no finer man than Mr. Tatt. It looks to me though that neither he nor Mr. Roosevelt has any chance of becoming President. I do the people meet are talking Wilson and he looks to me like a sure winner."

"I am just mixing things up from the bleachers and I do not pretend that my judgment is worth a cent, but around Detroit and in Washington and Chicago, it looks to me like Wilson is way in the lead. It looks as if he was sure to carry Michigan. He is a fine man and he talks straight."

"Judging from what he has done in Jersey, he acts straight, too, and he looks to me like he will make a great President."

That opinion is worth something, for Ty Cobb came into contact with all classes of people in various cities and States, travels around a great deal and is in the confidence of some of the shrewdest politicians in the country. More than that, the famous Georgian is some hitter and when he hits he hits right.

THE POLLUTED STREAM. Much public complaint has been made of late as to the unsightly and unhealthy condition of the James River because of its unnecessary pollution by factories, but such protests are belated, if there had been as many protestations of indignation at the last session of the General Assembly as there are now, perhaps that body might have been made to see the necessity for legislation to prevent such river pollution.

Who do not the sufferers from river pollution begin efforts to stop it now, as suggested by the New York. Is there no remedy at the hands of the courts in specific cases? Is such pollution not a common nuisance, wrongfully injuring the common property of the people? Is there no way by which the evil can be attacked in the long interval before legislative action can be secured? If there is not, then the people in the counties complain had better send to the next General Assembly representatives who will do the will of the people and not of the corporations.

Matha Washington's recipe for brandied pears has just been found. Here it is: Peas should be very fresh, washed and put them into boiling ice for an minute. Remove and put them into cold water. Next add six fruit into a prepared syrup of sugar and water. Use an half pound of sugar for every pound of fruit; water to dissolve. Now cook for a quarter of an hour. Remove and put on plates to cool. Lay a grape down to one half its original quantity. Put oil and peas into jars and add brandy Seal while hot.

Mrs. Nathan, president of the Consumers League, says that when you see the American flag floating over a European hotel it means only that American hoteliers are sold there. Now we know why Americans abroad are always so glad to see Old Glory.

On the Spur of the Moment. By Roy K. Moulton.

When the World Does End. Lillian Russell will still be giving out beauty tips. Captain Fenton will be trying to pull out a war with Japan. There will soon be English sutra-gets in jail. Harry Thaw will be trying to get out of the asylum.

According to Uncle Abner. Every fellow is dead set agin' the automobile until somebody invites him to go ridin' in one.

The Old Fashioned Campaign. They used to be fun in the olden days when they had the real live campaign. When the boys wore the oil cloth uniforms and marched in the pouring rain.

They marched in true military style As though they were bound for war. And nine out of ten didn't really know. Just what they were marching for.

Things to Think About. Last winter's snow shovel makes a handy little fly swatter. Any lady can make a very stylish summer hat out of a second-hand wire toaster, and a couple of yards of baby ribbon.

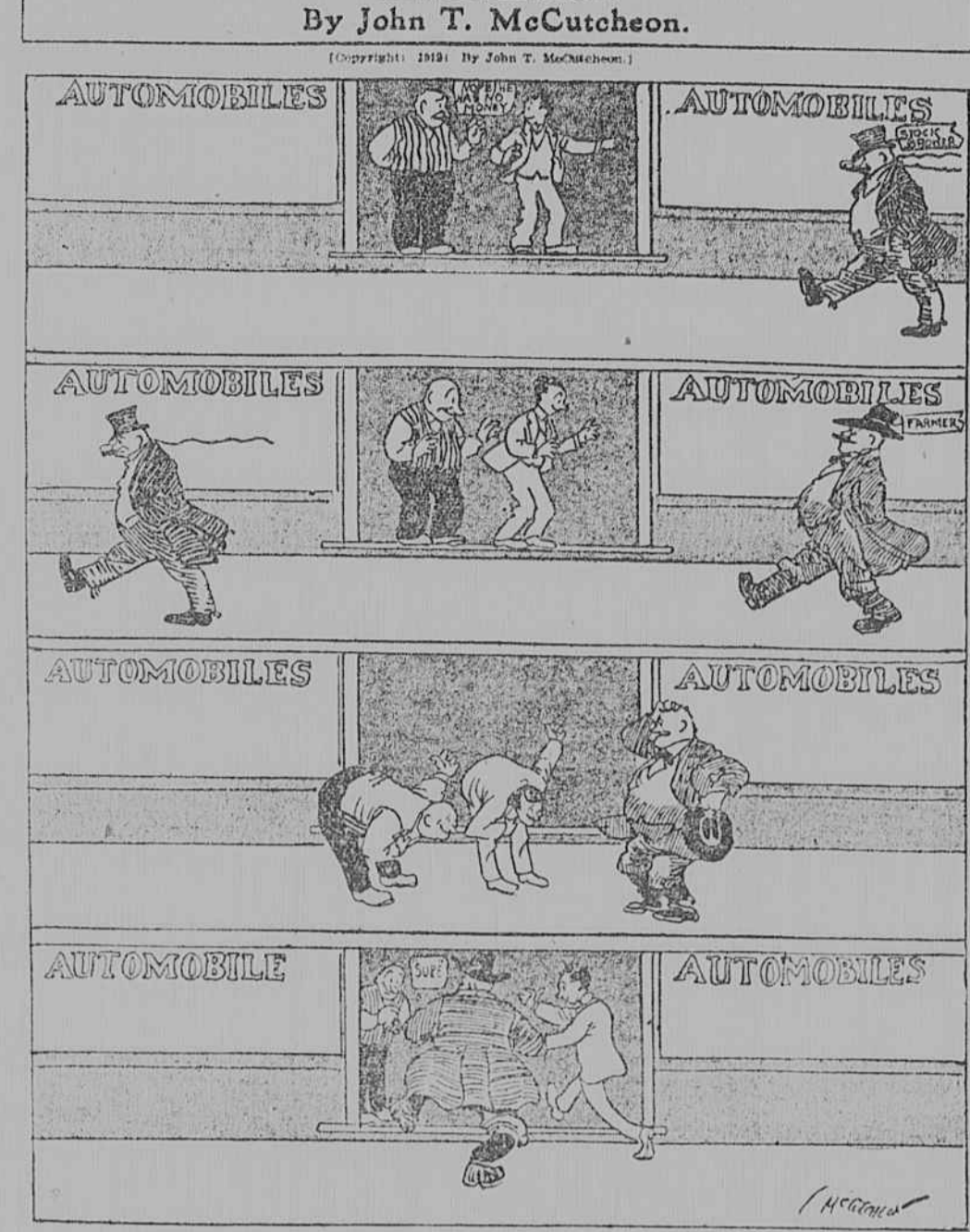
Voice of the People

Notable Southern Engineers. To the Editor of The Times-Dispatch: Sir—An article in the New York Times of July 21st giving a sketch of the three Pink brothers, recalls the days of railroad construction back in 1857, when the country began to turn in earnest from canal and highway construction to railroad building.

The great engineers of that date, south of Mason and Dixon line, were Colonel Andrew Talcott, Benji H. Lathrop, General R. E. Hodges, Colonel Charles Crozet, Colonel C. F. Garrett and Colonel Walter Gwynn.

World was received here 'day o' th' death of Mr. T. M. R. Talcott, a wonderful speaker, a great organizer and a fair coach. There's too many folks buyin' tires on inner tube galleries.

THE MAN WHO HAS THE MONEY TO BUY AUTOMOBILES THESE DAYS. By John T. McCutcheon.



and Ohio Railroad; General Mahone becoming president. Mr. Henry Pink, I think, remained with the system of railways during the whole of his railway career, employing many positions, always with credit to himself and the interest he represented.

Mr. Rudolph Pink, the youngest of the brothers, and the only one living, has served with distinction in the railway world since early youth. He will, it is believed, see this article, and the days of long ago. The writer has not met him in many years.

The first high grade railroad of the country, for general traffic, was built by Chas. Ellett over the Blue Ridge Mountains at Rock Fish Gap, Virginia, and operated for a long period of time by special engines designed by Mr. Ellett and built by the Tredegar Company at Rich. Va., Virginia.

Mr. Henry Fink joined General Wm. Mahone soon after coming to this country, in the construction of the Norfolk and Petersburg Railroad—his first work, if I remember correctly, being the construction of the bridge over the Elizabeth River which carried the road into Norfolk.

General Mahone was chief engineer, and although his experience to that date as a constructing engineer (he graduated at the Virginia Military Institute of Lexington), had been limited to the construction of the "Brunswick Plank Road," for highway use, he showed marked ability. The Norfolk and Petersburg Railroad was admirably located, and has one of the longest straight lines in this country, and was one of the best built railroads of that period.

QUERIES & ANSWERS

Big Snow. Please give the date of the great snow in the late nineties. E. C. T. The snow began at 3:30 P. M. February 11, 1899, and stopped at 3:10 P. M. February 13.

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