

IN THE INTERESTS OF THE TRAVELLING PUBLIC.

The travelling public are in revolt, and the common carriers throughout the length and breadth of the land realize this fact, and are now making strenuous efforts to do that which should have been done years ago. Owing to the terrible disasters resulting from the burning of wrecked trains before the passengers have had time to escape from the debris, the travelling public demand of the railway corporations that the passenger carriages be no longer heated by stoves or furnaces, which, in the event of a collision or other accident, are liable to be upset, throwing their fiery contents broadcast on the floor. Better, a thousand times, that we adopt the English system of non-heated cars with the old-fashioned warming pan and hot bricks, than be exposed to the danger of being burned alive before being extricated from the ruins of a railway carriage after an accident. We can at least make a winter journey bearable, and we shall escape the discomforts of over-heated carriages; but it is not probable, that in this progressive age, we shall be obliged to again resort to the warming pan, the friend of primitive travellers. All that is required is, that railway companies shall become fully alive to the dangers of the present system of heating carriages, and that they shall take steps to obviate these dangers and discomforts as far as possible. Already, the Chicago, Milwaukee and St. Paul Railroad is moving in the matter, and tests are being made of various heating appliances, many of which have been patented for years; but owing to the unwillingness of railway corporations to incur the expense of their introduction, they have hitherto been overlooked. The Smith & Owen Heater Company of Detroit have recently been testing their new hot-water heater, and we understand that the officials of the New York Central Railway have expressed themselves as thoroughly satisfied with it. The heater is of cylindrical form, and is composed of cast iron and the highest grade of steel. It has two small doors, one for the regulation of the draft, the other for the admittance of the fuel, each one being secured by three cast iron slides. As these catch, and cannot be opened by a shock, they are said to be a great improvement upon the door of the regulation car stove, which only opens upon a latch, and which immediately upon the event of a collision swings open and permits the burning coals to roll out upon the floor. The opening for the stove pipe is protected by a perforated plate that prevents the fuel from escaping by that way, leaving the bursting of the stove the only danger to be feared, and as the tremendous fall of the sample heater failed to produce this effect, it is claimed that there is little to be feared in that quarter. The sides of the stove are hollow, and contain water that is changed into steam by the fire. This steam supplies a large amount of heat, but that is not its primary object, it really being intended for the extinction of the coals in case of accident. Above the fire, and connecting with the sides of the heater, is a coil of pipe into which the steam passes. Any sudden bump or shock will break the jointure of the pipe with the sides, and the steam escaping kills the fire in a moment or two. One of these heaters containing a roaring fire was recently dropped from a bridge in New York to the pavement below, a distance of fifty feet; old boxes, straw and shavings, had been previously placed beneath the bridge, and the stove, after striking the pavement, rolled over among the litter, but the steam having been liberated when it struck the ground, the fire had been extinguished, and no damage resulted. This is but one of many of the safety stoves already invented, but it is not probable that the public will be satisfied with the adoption of any particular patent stove, or method of heating carriages, until by test, safety against fire is assured.

Another matter which railway authorities should consider, is the manner in which car-seats are fastened down. A large percentage of the loss of life resulting from railway accidents is caused by the seats, which are simply screwed to the floor, being thrown to one side or end of the car, in the event of an overturn, thus pinning the passengers to the wall or floor, and oftentimes breaking their limbs, so that they are unable to escape if a conflagration takes place. The car seats should be bolted to the floor in such a manner as would minimize the dangers resulting from insecure fastenings.

While dealing with this question, one other point deserves to be alluded to, and that is the method of coupling cars. Very many valuable lives are annually lost in consequence of the criminal neglect of railway companies to adopt safety car-couplers; of these there are hundreds patented, but the old-fashioned method is adhered to on account of its cheapness, despite the fact that life is constantly endangered by its continued use. Now that the public are up in arms on this question, such matters as we have briefly dealt with, deserve to be fully ventilated. Common sense and humanity demand reforms.

WHITE SLAVES.

In September, 1885, a Government Commission was sent to Digby to investigate certain startling charges brought against the system of farming-out the poor in Digby County. These animadversions, it appeared, were first made by Rev. John Ambrose, in sermons and otherwise in his parish, as also in the local newspapers, at various times for years. Feeling deeply the disgrace of this atrocious system, and convinced that outside public opinion was needed to assist philanthropists in that county to get rid of it, Mr. T. H. Adams, an English gentleman residing in Digby, appealed to the outside world through the *Halifax Herald* and *Chronicle*. A total denial of his statements followed from Judge Savary, of Digby, and a consequent re-affirmation of them in the same papers, by Rev. John Ambrose.

Philanthropists outside, notably the leading newspapers, were startled by these revelations. The Governor-General of the Dominion having drawn the attention of the Local Government of Nova Scotia to the matter, a Commission was issued for enquiry at Digby. A Blue Book was the

result, containing many harrowing confirmations of the charges made by Messrs. Ambrose and Adams. Upon this the Commissioner made the following recommendations:—

1. That the indemnifying system be done away with.
2. That the contracts for the maintenance of the poor should not include medical aid; the persons in whose charge the poor are put should not have any temptation to put off calling in the doctor till it may be too late.
3. That proper returns of expenditure should be made by the overseers to the Council.

(Sgd.)

F. H. BELL.

Upon this Blue Book the select committee of the Local Legislature on Humane Institutions passed unanimously the following:—

The Report of the Poor of Digby having been referred to the Committee on Humane Institutions, we beg leave to report, that in our opinion the cases of neglect established by the evidence require that the authorities of the county should make such changes in the management of the poor as will prevent any occasion for such charges as have been in the past."

(Sgd.)

A. C. BELL WILLIAM T. PIPES,
M. J. POWER, ALLEN HALEY.

No such change has as yet been made.

The Commissioners' Blue Book is very distressing reading, and yet shows that a good deal of revolting evidence against the system was ruled out, because of the length of time which had elapsed since the occurrence of the evils, and not because of any material change in the system in the meantime.

THE JUBILEE MEMORIALS

It cannot yet be definitely settled as to what form the Halifax Jubilee memorial will take. A present but two proposals are before the public which are worthy of consideration; and as each of these is in itself deserving of support, it is hard for the public to make up its mind which shall be encouraged. The Victoria Art School, which has found able advocates in Mrs. Leonowens, Professors MacGregor, Alexander, and others, would unquestionably fill a long felt want in the city and Province; and as the establishment of such a school could not fail to be of direct material advantage to all classes in the community, no effort should be spared in pushing the project to a successful issue. Scores of our young people annually go to the United States for the express purpose of attending the schools similar to that of the proposed Victoria Art School, most of whom would come to the city and take advantage of the Halifax school, were there one in operation. For the funds necessary to erect suitable buildings, and properly endow such an institution, we must look to our worthy citizens, to those who can subscribe from \$1,000 to \$10,000, with the knowledge that they can discharge the obligation without embarrassment. With \$50,000 to its credit, the Victoria Art School could make a modest but satisfactory beginning; and if its advantages through experience became as evident to the public as they appear to its promoters, the funds for enlarging the building or increasing the endowment, would soon be forthcoming.

The second proposal which has been made by such philanthropists as "Jubilee" and others, is, that a large wing be built on the P. & C. Hospital, capable of providing accommodation for the increasing number of patients now seeking admission to that institution, and at the same time being roomy enough to allow for a special ward being set apart for children. The present accommodation at the Hospital is taxed far beyond its capacity; as a matter of fact, each patient being allowed but one-half of the cubic air space which in larger Hospitals is deemed absolutely essential. But objectionable as is this over-crowding in a Hospital for the sick, it might be overlooked, were it not that even with this doubling of patients, many poor sufferers are unable to secure an empty bed in which to lie, and are obliged to return to their homes in the country without that medical treatment or surgical operation upon which their lives depended. \$25,000 would be sufficient to erect and furnish a new wing, capable of accommodating eighty patients, with a children's ward, containing twenty beds. With \$25,000 then, our Hospital accommodation would be more than doubled, and the sick and suffering from Sydney to Yarmouth who require Hospital treatment would not be refused admission at a time when they most required help. This Victoria Hospital memorial should be the offering of the people. Every man, woman and child, who can contribute one dollar towards such a memorial, should feel it not only a duty, but a pleasure to do so. We have no hesitation in stating our belief, that if those who have this matter in hand, do but present their case forcibly to the public, they will find their proposal endorsed by every one who has a brain to think, or a heart to sympathize.

The subjoined advertisement is said to be taken from the *Boston Post* of the date given:—"To be sold by the Printer of this paper, the very best negro woman in this town, who has had the small-pox and the measles; is as hearty as a horse, as brisk as a bird, and will work like a beaver. Aug. 23, 1742."

A New Hampshire woman, aged eighty years, when asked recently how she had kept herself so vigorous and healthy, replied:—"By never allowing myself to fret over things I cannot help, by taking a nap, and sometimes two, every day of my life, by never taking my washing, ironing, and baking to bed with me, and by oiling all the various wheels of a busy life with an implicit faith that there is a brain or a heart to this great universe, and that I could trust them both."