

PREVENT PANICS, ELECTRICIANS URGE

Say Better Lighting and Isolation of Cables Are Sole Relief.

REPLACED MANHOLES BEST SAFETY MOVE

Also Urge Instant Removal from Tubes of All Wood and Inflammable Stuff.

What an electrical science do to prevent such accidents as occurred in the subway Wednesday...

No splicing stations should communicate with the tunnel, even through heavy steel and asbestos doors...

Prevent Smoke Danger.

In expressing their opinion the experts assumed that the real cause and conditions of the accident were true...

Keep Lights Going.

Schuyler S. Wheeler, of the Crocker-Wheeler Company, consulting electrical engineers, who removed the tangle of overhead wires from the streets...

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POINTS IN P. S. C. PROBE OF SUBWAY ACCIDENT

What developed at the Public Service Commission hearing: Experts testified that the accident at 59th st. was caused by a short circuit in turn caused by a breakdown of insulation in a cable.

That there is no known way of preventing short circuits.

That substantially the same conditions prevail in every subway and tunnel about New York.

That cables in the subways are tested once a month with thrice the normal load.

That no subway car is locked. That emergency exits were built into the subway after it was placed in operation.

That there have been no improvements making for safer cables since the subway was opened.

That more adequate emergency exits are provided in subways and tunnels now building.

The interborough's promise: "In view of this last occurrence, what are you doing to prevent a recurrence?"

"We are making an investigation, and if, when the investigation is completed, anything can be suggested that the company can do to safeguard its passengers and operations it will be done."

He said there was no high tension insulator, such as has to be used on cables, that was as flexible as rubber and rubber will burn.

That there was no kind of insulation which would not burn when the current short-circuited.

That the present arrangement of the splicing stations is very great, the experts declared.

One engineer estimated, offhand, that the expense of reconstructing the tunnel so as to be safely cut out from the tunnel would not exceed \$500,000.

That would an expenditure of that amount mean to the company compared with the possibilities of loss in the event of a more serious accident, he asked.

That it had not happened before, and that it had not been much more serious when it did come.

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HAS PLAN TO END SUBWAY DARKNESS

C. Walter Randall Urges Extra Lighting System to Serve Purpose.

PANICS LESS LIKELY IF PEOPLE CAN SEE

Brave New Yorkers, Who Are Legion, Would Thus Have Chance to Help in Accident.

C. Walter Randall, lawyer and old Harvard baseball captain and football player, sent a letter yesterday to Edward E. McCall, chairman of the Public Service Commission, discussing future subway safeguarding.

"Light at all times," is the argument which the former Crimson athlete urges, he says:

"Assuming the press reports of this accident to be correct, the subway, with its thousands of passengers caught between stations, was plunged into darkness immediately following the short circuit which produced the spread of deadly smoke and gases.

Without criticism of what is past, but in the hope for what lies in the future, it is my conviction that light at all times in the first subject of the attention of the authorities should be called.

"Let the transit company furnish in the subways not alone the light which is plentifully supplied when service is in operation, one which cannot be affected by a break or short circuit in the transportation power—and one which can be switched from the current sources of the transportation system to a small and portable lighting system in time of need.

"It may be true that there is no way known to electrical science to prevent short circuits, as Mr. Wilder and Mr. Hedley are anxious to say, but there is at least a practical way of guarding against the blackness of death in the length of the subway tunnels when one of those dangerous situations occurs.

"That the physical or moral coward is demonstrated by the varied risks taken every day, not the least of these consisting in traveling via subway, is the least of the large lighting companies in time of need.

"We must find a remedy for every fault," the electrical wizard said. "The accident on the subway yesterday had to occur before the remedy would be sought."

ADAMSON TO PROBE SUBWAY FIRE RISKS

Mayor Bids Him Recommend Remedies and Aid Public Service Commission.

Investigation into the causes of the fire in the subway and the amount of fire protection that exists there now will be made by Fire Commissioner Adamson at the direction of Mayor John P. Mitchel.

As a part of the investigation, the Commissioner will submit recommendations for remedial measures at the earliest possible date.

In the Fire Prevention Bureau the fire department has a force capable of handling the investigation. The Mayor's letter reads:

"I have received your letter regarding the subway fire yesterday, and the questions of fire protection which it raises are matters upon which recommendations of the experienced officers of the Fire Department seem to me to be essential. Will you therefore, have an investigation made into the causes of yesterday's fire, and into the necessary fire protection measures which should be taken, as may be recommended by your department, to submit recommendations for remedial measures?"

"I am told that the Public Service Commission is conducting a broad inquiry into the whole matter, and the findings and recommendations of the chief and other experienced officers of the Fire Department will be extremely helpful to that body in the solution of the problems of fire protection in the subway.

"Please establish a co-operative relationship with the Public Service Commission in making your inquiry."

GAS CO. CREWS PRAISED

Gave Valuable Aid with Pulmotors at Accident.

Good work of the five automobile emergency crews of the Consolidated Gas Company at the subway accident was highly commended yesterday.

The large number of pulmotors carried by these crews were placed at the disposal of the Fire and Police departments and used with splendid results.

The crews, which are stationed at widely separated points throughout the city, were called by the Police Department, and arrived at the scene of the accident as promptly as the Fire Department, members of the crews all giving valuable assistance in the work. The crews are organized and operated the same as the Fire Department, and are on duty day and night.

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Daniel C. Gale, who said he was a captain in the English army, and gave 507 Fifth av. as his address, stepped from a train at practically the same spot where Miss Washburn was killed. When he was dragged back to the platform it was found that his left leg was badly lacerated and that his head had several bruises.

Mr. Morris wanted him to go to Bellevue, but Gale called a taxi after he had been patched up and went on his way.

CUBAN CROPS DAMAGED. Rain Ruins Tobacco and Seriously Injures Sugar Cane.

Havana, Cuba, Jan. 7.—The heavy, unseasonable rains of the last week, which culminated in a torrential down-pour last night, completed the destruction of the tobacco crop in almost all parts of the island. The sugar cane, which is also a stonographer, in a single-room kitchenette at West End av. and 96th st. Yesterday she lay in her bed fighting a threatened attack of pneumonia and wondering what would become of them if the pocketbook were not found. Her brother made inquiries at Police Headquarters, but found no trace of the lost rent money.

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On the whole, it was an unsatisfactory day for the head of the transit bureau. He stated that he knew very little of the transit facilities of New York and Brooklyn, although he had read considerable of the similar statistics of other cities.

"I studied them in very much the same manner in which a lawyer looks over a brief," he declared. The hearing was adjourned early until 10:30 o'clock this morning, in order to enable the Public Service Commission to take up its investigation of the subway accident.

NEW PERIL FOR CROWDS IN FIRES

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"The delay in service was of considerable length."

The second fire came about 9 o'clock. As a six-car northbound local was pulling into the 14th st. station reports on the platform saw smoke wafting up from the tunnel and a part of the fourth car. Some of the passengers quickly announced the fact, which caused all of the others to race from the car. At Times Square, a car starting on the platform caused a fire on the side of the subway tunnel and covered by a sidewalk grating, these most indubitably have been a serious loss of life. As it was, this providential ventilation shaft, almost a block in length, served not only as a means of ventilation but as an avenue of escape. Perhaps more than 250 persons escaped by this shaft, many of whom were brought out unconscious.

"This fire points out emphatically the need of more such openings, not only for ventilation but for use as fire escapes. Apparently the subway was built on the theory that a fire could occur in the subway, with all the circumstances of panic and horror heightened by the fact that means of escape are not at hand."

Safety Needs in Subway. Two months ago the subway fire at 14th st. and Lenox av. pointed out the need of such shafts as vents for smoke and heat and as means of escape. This lesson is now brought home to us with emphasis by yesterday's experience. No time should be lost in providing openings at frequent intervals along the subway, equipped with iron

SEEK BAN ON ALL COMPANY LAWYERS

Attorneys Decide to Petition Attorney General to End Violation of Law.

Title insurance companies employing lawyers to draw up wills or deeds for their clients are violating the penal law of the State of New York. Lawyers who are employed by these companies are committing a grave breach of professional ethics. The New York County Lawyers' Association will petition the Attorney General that each corporation so offending against the law shall have its charter annulled.

This was the substance of a report submitted by the committee on the unlawful practice of the law at the meeting of the association held at the Hotel Astor last night.

Title companies, the Lawyers' Association claims, have only the right to search or examine titles. Their charters give them no authority to draw up wills as a means of obtaining the position of trustee under them or of formulating deeds so that they may become the trustees.

Present as guests of the association last night were Bartow S. Weeks, justice of the Supreme Court; Edward B. La Petra and James A. Allen, Justices of the City Court, and Gustave Hartman, justice of the Municipal Court.

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Sugar Refining Company Must Pay for Man's Death.

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