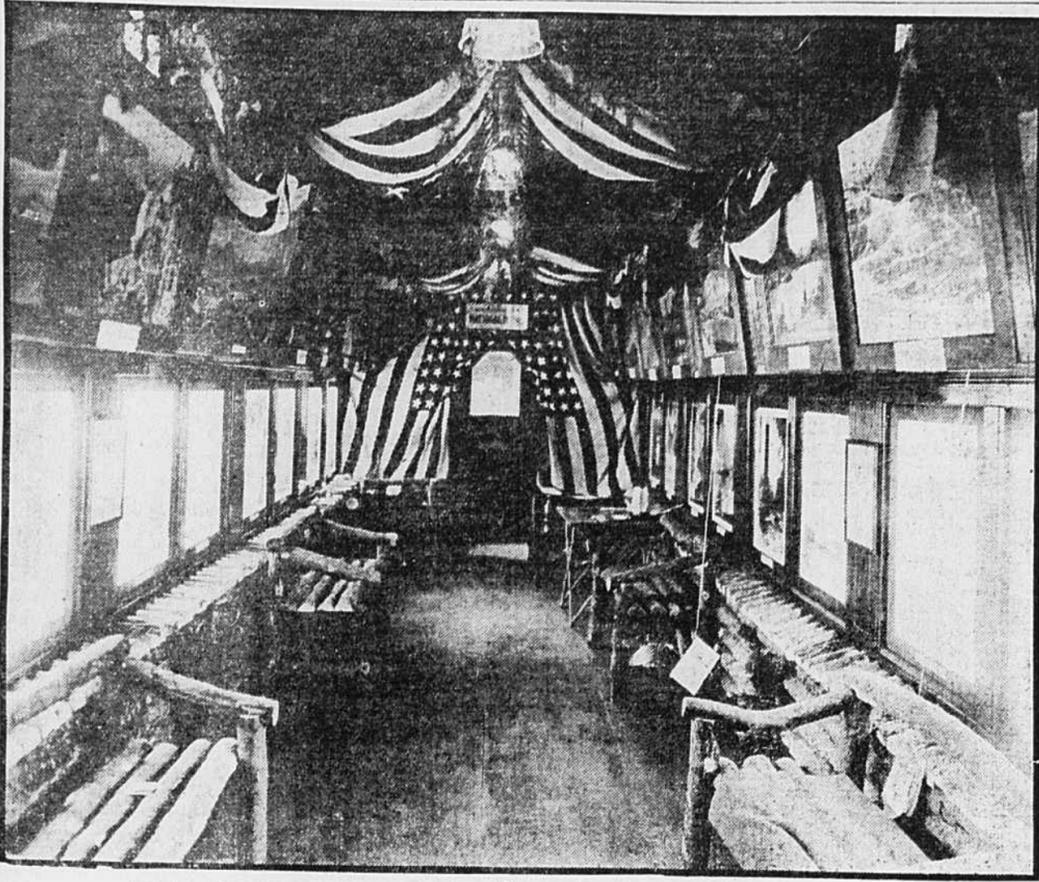


# "All Aboard the Safety First Special"



## GOVERNMENT TRAIN IS TO BE HERE TUESDAY

Throngs of People Are Expected to Visit the Great Exhibit That Day.

All Clarksburg is invited by the United States government to visit the "Safety First" train of twelve cars, with a unique exhibit, which will be parked Tuesday morning near the Baltimore and Ohio railroad station for the day and night.

The cars will be open all day long to visitors, starting Tuesday morning at 9 o'clock, until 10 o'clock at night, without any break.

At 8 o'clock at night there will be a free motion picture exhibition in the vicinity of the train.

On board the special train are officials of the army and navy, the departments of agriculture, interior, commerce, labor, coast defense, weather bureau, bureau of mines, interstate commerce commission, American Red Cross and the medical and engineering staffs of the government. These officials are accompanied by a retinue of assistants, clerks, instructors and others who explain each of the exhibits.

### The Train.

When Secretary Franklin K. Lane, of the department of the interior, and other government officials decided upon a program of public education in "safety first," in order to bring the people of the United States in touch with the varied activities of the federal service in protecting life and health, safeguarding the nation against outside attack and developing natural resources, two methods were regarded as feasible, one being a series of local exhibitions and the other of fitting out a train for carrying the gospel of self-protection to the people in the highways and byways. Taking up the matter with the president of the Baltimore and Ohio railroad system, Daniel Willard, plans were made for assembling a comprehensive group of exhibits, arranged by the government, installing them in a train and pursuing the program of education upon the broadest possible lines.

The new steel coaches upon delivery to the Baltimore and Ohio railroad by the manufacturers were taken to the Mount Clare shops of the Company at Baltimore and prepared for the exhibition, after which they were placed in position and the finishing touches put on by experts in the government's employ. Two other cars were fitted up to provide living accommodations for the corps of government officials and employees in charge, one being a Pullman car used as sleeping quarters and the other a dining and recreation car.

The "Safety First Special" drawn by two of the largest locomotives used in passenger service, and also new, after an inspection by President Woodrow Wilson and Mrs. Wilson, members of the cabinet and diplomatic service, the Interstate Commerce Commission and other government officials and President Willard and staff of Baltimore and Ohio officials, left Washington, Monday May 1, on an executive tour of the country.

The train embodies the last word in railroad equipment and is said to be the finest of its kind ever operated in the country. It represents an investment of \$150,000, independent of the cost of the government for fitting it out.

**Bureau of Mines.**  
Accidents in the mines and loss of life among the men who toll thousands of feet beneath the earth, when reported in the press attract general interest in accordance with the seriousness of such catastrophes. Such reports are usually accompanied by a statement that rescuers from the bureau of mines have been sent to the scene to render aid to the vic-

lions of dollars annually.

One of the twelve special cars has been fitted up with the complete equipment used in protecting the forests, and accompanying the exhibit are expert government employees who have for years been engaged in this work. The means by which the danger of fires is overcome and the equipment used in patrolling the timberlands are shown on the train, the various appliances being in working order.

The national forests of the United States are safeguarded by a corps of patrolmen constantly on duty to detect fires and stamp them out as quickly as possible. The force is fully equipped as are city firemen and are provided with the necessary apparatus for checking the spread of flames. The patrolmen cover a prescribed area on foot and horseback, on speeders and motorcycles and in automobiles and launches. Signal stations are established in the forests and the patrolmen report to a central station. These stations are known as lookouts, which are fitted up with field glasses, maps and instruments for locating fires; and when conflagrations are discovered these lookouts summon fire companies, which are stationed throughout the forests. The lookouts are constructed of steel with glass encasement to protect them against destruction.

In the national forests are 20,000 miles of telephone lines connecting the patrolling forces and fire companies with central stations. A special system of signals is installed for communication by the patrolling forces at night. The equipment for fighting fires in the national forests cost the government \$5,000,000. This embraces 2,500 miles of constructed road and 22,000 miles of trail maintained by the government to insure the safety of timber.

While the protection of the forests is the paramount consideration to the government force, barren areas embraced in the public lands have been improved and trees have been planted to take care of the lumber requirements of the future. This also removes much of the danger to life from snowslides.

In the United States 1,200 cities and towns obtain their water supply from the national forests and the patrol service is entrusted with preventing contamination. Predatory animals are destroyed by the thousands in the national forest, the public is protected against rabies so prevalent among this class of animals and contagious diseases among stock grazing on forest preserves are eradicated.

**United States Army.**  
In one section of the car devoted to the army is a complete arrangement of the uniforms and other equipment of the troops. A feature of the exhibit which attracts special notice is the mask being used by the soldiers of the European armies fighting where poisonous gases are used. Officers of the army are in charge to explain all the details of the military accoutrements, including the medical equipment, surgical instruments, etc. Physicians will find much to interest them in this section of the exhibit.

The engineering branch of the army is of further interest to engineers and other professional men concerned in the study of military tactics. An engineering officer of the army is in charge to furnish details concerning the work of constructing defenses, bridges, etc., and arranging for the advance and following up work incident to campaigns. General invitations have been extended to members of the various engineering societies and members of all branches of the profession to study the importance of the work performed by the engineering corps.

Army officers place great dependence in the scientific knowledge of the large body of engineers engaged in various lines of activity throughout the country. It has been found, according to these officials, that men

with an engineering training have proved themselves invaluable in the personnel of the army as directors of armed forces as they are peculiarly fitted for leadership by reason of the training required by the profession and the necessity for reliance upon individual resourcefulness.

It is the wish of the government in connection with its exposition of its activities concerning the conservation of life and property—that engineers of experience as well as younger men in the profession fortify themselves with a general knowledge of military affairs, both from the viewpoint of the enlisted man and the civilian.

**Coast Guard Service.**  
The United States coast guard exhibits are of special educational value to the public at this time, showing as they do the service performed by this auxiliary of the navy. The coast guard service is a merging of the revenue cutter and life saving service, founded by Congress in 1790 on the recommendation of Alexander Hamilton, secretary of the treasury.

The exhibitions on the special train are in charge of officers of this branch of the service who explain to the public the duties of the coast guard service. Among these officers and their assistants are men who have been long on duty in protecting lives at sea. The coast guard service may be fittingly described as the nation's maritime police force, it being entrusted with the enforcement of the laws of fishing and navigation protecting the customs revenue, warning vessels against danger in their paths, patrolling the ocean lines to warn against icebergs, removing wrecks at sea and maintaining a guard along the coast ready to go to the aid of any vessel in distress. There is a force continuously on guard in this branch of the service patrolling the coast, ready to go to the assistance of stranded vessels and to warn foreign navigators as well as American seamen of dangerous shoals and reefs.

Along the coasts of the Atlantic and Pacific oceans, the Gulf of Mexico and the Great Lakes are located 280 coast guard stations and houses of refuge.

The equipment of the Coast guard will be on exhibition during the stay of the train in the city to show the people the means by which 1,507 lives were saved and persons rescued from peril and property to the value of 11,000,000, including vessels and cargoes were saved last year.

The coast guard is composed of 225 commissioned officers and 2,886 warrant and petty officers and enlisted men. The officers are educated at the Coast Guard Academy, New London, Conn., and are commissioned third lieutenants upon graduation. The coast guard service is a branch of the treasury department and occupies the advantageous position of being a part of the armed force of the government which devotes its efforts in times of peace to saving life and property.

**Public Health Service.**  
The exhibit of the health department tells the complete story, graphically, of what the government is doing to protect the life and health of the people of the nation and to protect them against the ravages of disease, epidemic and pestilence. Accompanying the exhibit is a corps of surgeons and experts in sanitation, who will offer suggestions with a view of improving the condition of health in the communities visited.

Physicians will find much to interest them in the public health exhibits.

The health department was organized by an act of Congress in 1798 as the United States Marine Hospital Service, a branch of the treasury department. Its activities have since extended to every country of the world, where physicians in the employ of the United States government look after the general health of our citizens and protect the country against importation of disease. The quarantine systems of the Philippine Islands, Porto Rico and Hawaii also come under its jurisdiction. Officers of the public health department also constitute the medical corps of the coast guard.

**Weather Bureau.**  
Those who have marveled at the predictions sent out daily by the weather bureau have likely had little concern as to the system by which forecasts are made, contenting themselves with checking up the accuracy of the bulletins issued.

No branch of science is of more importance to the people of the nation, relatively speaking, than the weather bureau's forecasts, which result in saving millions of dollars in property in this country each year, protecting the farmers and businessmen and even holding out a ray of sunshine or hope for good weather on picnic day.

On the "Safety First Special" a complete system for predicting the weather is in operation in charge of experts from the department at Washington. The weather man has a serious-minded occupation which consists of much more than glancing about in the heavens for the prevailing winds, as by a complete system of communication he knows where rain is falling, where the temperature is high and low and many other things that have a bearing on his predictions. These messages concerning the weather come by wireless, by telegraph and telephone from mounted and foot couriers and other sources.

The weather bureau is of particular interest to students who to the number of several thousand have studied its workings during the trip of the special train. In the exhibit is a delicate instrument which indicates the duration of sunshine, temperature, humidity and the rainfall during every minute of the day. A weather chart is prepared showing daily conditions throughout the country.

**United States Navy.**  
While the term "Safety First" creates the impression that the special train of twelve cars has to do solely with the conservation of life and property, the government broadened the scope of its educational program to embrace the armed branches of the service—the army, navy and coast guard—in order that the people might be afforded an opportunity to become familiar with this important subject in connection with the general consideration of national preparedness. Realizing that a large percentage of the people have few opportunities to learn the difference between the various types of vessels which compose the naval affairs, no effort was spared to create a general knowledge on all sides.

In the exhibit is shown the development which has taken place in naval affairs, including the changes and improvement as well as the enlargement of the men of war and other vessels; and in order to bring this more strikingly to notice the guns used in the earlier days of the navy and the improved arms and other equipment are arranged in proper order for study.

There is much of interest to civilians in the models of the pre-dreadnaught "Vermont" and the commerce raider "Columbia," and alongside the disappearing guns and those used on armed merchantmen is a torpedo. Special interest attaches to the torpedo and it has found during the trip of the train that most persons make a careful inspection of this weapon of defense. The Whitehead torpedo exhibited on the train cost the government \$12,000, being capable of dealing destruction to the largest vessels afloat. The torpedo is fitted with three or four cylinder reciprocating engines. The war head, when ready for use, contains an explosive charge of 140 pounds of wet gun cotton. The air flash is charged with an air pressure as high as 2,250 pounds per square inch. This compressed air operates the engine and drives the torpedo can only explode by sinking the target for a distance of 4,000 yards. The torpedo can only explode by sinking the target. If it misses the enemy's ship it will sink after it ends its run.

The aviation equipment is a part of the navy exhibit together with appliances and methods used in protecting life. Besides the wireless, the apparatus for signaling between the bridge and engine rooms are shown.

The daily life of the 3,972 officers and 52,000 enlisted men of the navy and some 2,800 apprentice seamen, their work and pastimes, are portrayed and the life of the 342 officers and 5,867 enlisted men of the marine corps are shown. The men are seen at drill and in time of recreation.

There are 349 vessels in the United States navy, nine being battleships of the first line, twenty-five of the second line, ten armored cruisers, five cruisers, first class, four cruisers second class, sixteen cruisers third class, fifty-nine destroyers, thirty-nine submarines and twenty-eight gunboats. The various other types of vessels are

monitors, transports, supply and hospital ships, tugs, fuel ships, torpedo boats, tenders to torpedo vessels and converted yachts for use of the naval militia. At present there are sixty-one vessels of various types authorized and under construction.

**Interstate Commerce Commission.**  
The exhibit is in charge of three government officials of railroad experience who explain the various appliances and standards adopted. In the locomotive inspection service exhibit, which is of interest to travelers and especially to railroad men, is shown how the government supervises the condition of some 68,000 locomotives.

A complete working model of a locomotive is included in the exhibit, illustrating various defective conditions which the law aims to remedy; two complete boilers which can be fired and are used to show circulation of water and other interesting facts, sectional models of various locomotive appurtenances and numerous examples of failed material which have caused accidents, are also shown.

The division of locomotive inspection created by law to carry this important provision into effect, comprises a chief inspector, two assistant chief inspectors, with an adequate office force, located in Washington, and a field force of 50 inspectors in the classified service and selected from a long list of eligibles who passed a rigid examination demonstrating their qualifications and fitness.

The most convincing evidence, however, of the improvement brought about by the law is the marked reduction in the number of accidents. Whenever the failure of any of the equipment covered by the law results in serious personal injury or death, the carrier operating the locomotive is required to report the fact by wire to the Chief Inspector, in Washington, who has prompt and proper investigation made. With the information thus obtained the division takes necessary action to remedy conditions or practices with a view to preventing similar accidents.

During the first year of the operation of the law 855 accidents due to failure of locomotive boilers or their appurtenances were reported, the casualties amounting to 91 deaths and 1,005 cases of personal injury. Due to the decided improvement brought about in the maintenance of equipment, there followed in each of three succeeding years a marked decrease. The records for the last fiscal year show there were only 424 such accidents, resulting in thirteen deaths and 467 injuries, which represents a decrease in three years of 50 per cent in the number of accidents, 85 per cent in the number of fatalities, and 63 per cent in the personal injury.

## FORD PEACE PARTY DOWN TO BUSINESS

At the Hague with Delegates Present from Six of World's Neutral Countries.

STOCKHOLM, Sweden, May 13.—The Ford peace party, reduced now to a working basis, with delegates present from the six neutral countries of Norway, Sweden, Denmark, Holland, Switzerland and the United States, has recently been very active here and has enjoyed the official recognition of having been received by the foreign ministers of the three Scandinavian countries. To each of these were presented appeals addressed in diplomatic French to the kings and the parliaments, asking that the neutral governments organ-

ize an official neutral conference to offer its services in bringing about peace. The Ford party is now known as an "unofficial" peace conference of neutral nations.

The peace representatives were graciously received here, at Copenhagen and at Christiania. No definite hope for consideration was held out to them, however, for the ministers declared their countries could only act when requested to do so by the belligerents.

**Present Appeal.**  
The same appeal, addressed to the president and to the parliament of the United States, also was offered to the American minister here, Mr. Nelson Morris. Mr. Morris held, however, that it did not come within his diplomatic province to accept appeals directed to the president and to Congress, so he advised his visitors to present the matter direct to Washington.

The Ford appeal, which is to be presented also at Berne and The Hague, says in part:  
"Has not the moment come to act? If, by an opportune step, an intervention of neutrals, the war could be shortened by a day, by a single day which destroys thousands of lives, ought not the step to be taken no matter how difficult, how hopeless it appears?"

**History to Judge.**  
"History will severely judge the neutral countries if they remain mere spectators of the terrible conflagration. They, too, suffer by the war, and the belligerents themselves have submitted their cause to the judgment of the neutral nations. They have spread over every country their white books and blue books and books red and yellow. They have made their appeal to the conscience of the world."

The neutral conference is acting in the spirit of The Hague Convention of 1907. Article II of the agreement then reached distinctly provides:  
"The powers hold that it is desirable that one or more neutral nations should upon their own initiative, when they judge the circumstances propitious, offer their services as mediators to the belligerent states. The exercise of this right will never be considered by one or the other of the belligerents an unfriendly act."

**Every Means Asked.**  
"In view of the right and the duty to which this agreement points, the unofficial conference now sitting in Stockholm respectfully appeals to the governments and parliaments of the neutral countries to employ every means to call into existence a conference for official mediation between the belligerent states."

The peace representatives have also had an interview with the British minister here and have requested that they be given the right to travel freely in the belligerent countries and that they be permitted to bring to Stockholm from these countries persons in a position to advise with the unofficial conference as to various steps to be taken in the future. The Minister said the matter would be considered.

**MINIATURE SOLD.**  
BERLIN, May 13.—Josef Raabe's miniature portrait of Goethe, painted in 1811, has been sold at auction here for 7,610 marks. Goethe declared this miniature to be the best portrait of him ever made. Its whereabouts have been unknown for many years until it recently came to light in a collection thrown into the market by the death of the owner.

Secretary of Labor Wilson began his career in the coal mines of Pennsylvania.

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