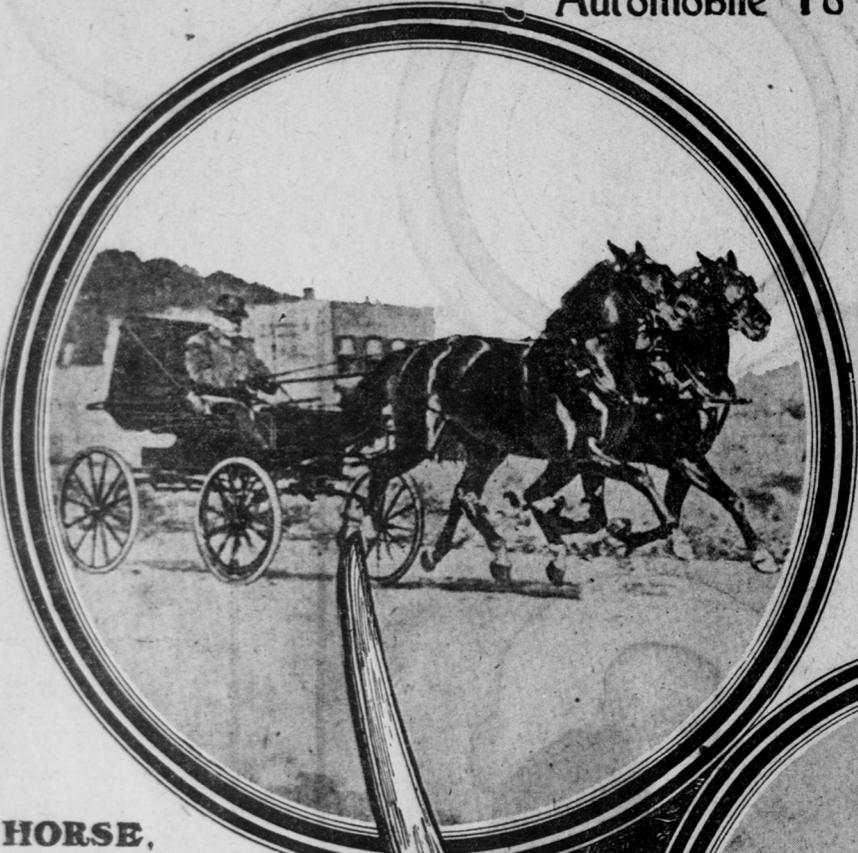


The Loss of Life by Travel

4,200 People Killed by Runaway Horses in the United States Last Year. Statistics Show the Automobile To Be the Safest Mode of Transit.



HORSE,
FORTY PER CENT.



TROLLEY CAR,
FIFTEEN PER CENT



BOAT,
TEN PER CENT.



AUTOMOBILE,
FIVE PER CENT



LOCOMOTIVE,
THIRTY PER CENT

THE CIRCLES SHOW BY COMPARATIVE SIZE THE RELATIVE PERCENTAGE OF MORTALITY IN TRAVEL.

THE number of runaways recorded weekly in San Francisco, New York, Boston, Chicago and other leading cities of the United States, as well as upon country roads and highways in many States, has within the last ten years increased to alarming proportions. This increase is due, primarily, to the increase in the variety of causes through which horses are startled beyond control, and though the native incapacity of the woman driver is a theme dear to the hearts of those who sit in high places in affairs equine, it is a fact that of the catastrophes resulting from recklessness or daring the fair Jehu has a very small percentage set to her discredit. Trolley cars, electric lights, elevated trains, automobiles, motor cycles and other like innovations, most of them unknown a generation ago, make driving a hazardous undertaking, either upon city streets or country highways.

No man can foretell the possible results of a runaway, just as no man can control a thoroughly frightened animal that has started to run. Obeying the varying whims of the driver, submitting without protest to being urged forward, or checked, or turned from one side to the other, the horse seems not to come into an appreciation of his strength until terror renders him unconscious of the puny efforts exerted for his guidance. Then he becomes mad with fright and wholly insensible to pain.

He doesn't want to run, perhaps; he may be as terrified at his escape from control as is the fiercest tiger in the zoo, who, having slipped through the opened door of his cage, knows no moment of peace, no return of a sense of security, until he is again in his place, with the grating slide tight closed.

But once started he cannot be held. No bit ever devised will stop him, that duty being left to the electric light pole or the plate glass window, that may incapacitate him for further mischief after he has killed or maimed the occupants of the vehicle behind him and has run down one or more unsuspecting pedestrians.

Every State in the Union, and the Federal Government as well, has enacted laws looking to the public safety in travel by steam and electric railways, by waterways and by automobile, but the horse has been permitted to continue his mad career, running amuck at the slightest provocation, through the most crowded thoroughfares of otherwise the best governed municipalities of the country.

That is because we are all so accustomed to regard the horse as our best friend, our most faithful servant, that any attempt to secure legislative protection against him would meet with derision.

"Why," we should all demand of the ambitious lawmaker, "why don't you devote your energy toward protecting us against real dangers? Horses, indeed! Are there no trusts needing regulation?"

This attitude of ours is a very definite proof of the fact that popular ideas on every subject are gained from the daily press.

And yet of the percentage of deaths and injuries caused by the several popular modes of transportation—horse, steam railways, electric railways, boats and automobiles—the horse is responsible for 40 per cent; steam railways, 30 per cent; electric railways, 15 per cent; boats (of all classes), 10 per cent, and automobiles, 5 per cent.

If we may believe the police records—and I don't wish to be understood as raising any question of their accuracy—of all vehicles known to city transportation the most dangerous, from the viewpoint of the man in the street, is the milk or dairy wagon.

It is a harmless enough looking equipage, isn't it? and its horse or horses seem always tired to a point of absolute safety, yet something of the driver's haste and impatience—induced in him by the desire of his every customer to receive the quart of milk and pint of cream at a certain given instant—is transmitted through the reins and the result is a frenzied taking of corners that too often brings disaster on the passerby.

An average of from eight to ten runaways, resulting in death or injury to occupants of vehicles and to pedestrians, is recorded daily in Greater New York—a total of from 200 to 300 such accidents per year—while the list of like occurrences throughout the State assumes far greater proportions.

According to these figures, during eleven months of the last year more than 4200 persons lost their lives and more than 15,000 were injured as the result of runaways, while in more than 46,000 instances horses got beyond control and either killed or injured their passengers or placed their lives in jeopardy. There is no means of correctly estimating the number of horses killed or the value of property destroyed by runaways.

From the table of causes, it is clear that weakness of carriage or harness is responsible for a large majority of the accidents and these will probably continue until it shall become possible to construct vehicles that shall be as the "wonderful one-hoss shay" for durability of parts.

But from the automobile and its brother in distraction, the motor-cycle, do the most of the serious frights come and in this there is some hope for the future, for even as the city horse has become accustomed to the steam engine, the trolley car and the fearsome steam roller until neither singly nor in battalions have they power over him, so will time and experience soften the terrible aspect of the horseless things that have lately invaded even the country lanes.

And, perhaps, too, as the drivers of these machines become more and more accustomed to their management, they will grow in the grace of willingness to make haste more slowly, minimizing

goodly number, is of birth so recent that the least of its irregularities is deemed worthy of report.

And this is how it happens that we "conservatives," pedestrians to a man, are so often supplied with text for thankfulness that the vehicles operated by the United Railroads Company are our only horseless carriages. These, we know, are safe enough—to those in whom long practice has developed a high degree of agility. What is their daily record of humanity jolted, jarred and maimed is another story, the material for which is to be found in quantity from the police reports.

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the noise of their approach and showing regard for the life of the beast that has at least the rights of priority. It is difficult to obtain reliable data of runaways. About one in three is recorded in the public press and about the same proportion in the police courts. The following, however, compiled from press clippings and from Police Court records for the eleven months ending November 30, 1905, may be taken as a fair estimate, and even upon such incomplete basis of calculation is sufficiently appalling:

Runaways	Deaths	Injuries
Alabama	1,490	87
Arizona	320	34
Arkansas	210	24
California	1,307	140
Colorado	820	90
Delaware	750	91
Florida	400	41
Georgia	1,228	133
Kansas	480	42
Illinois	4,220	480
Indiana	1,769	105
Iowa	960	123
Idaho	1,669	18
Indian Territory	90	12
Kentucky	1,327	68
Louisiana	900	78
Michigan	1,523	100
Massachusetts	1,429	142
Missouri	1,520	178
Montana	390	40
Maryland	610	72
Mississippi	480	46
Minnesota	520	90
New York	7,800	420
New Jersey	1,312	118
New Hampshire	1,120	82
North Carolina	540	88
North Dakota	170	29
Nebraska	380	38
Nevada	260	30
New Mexico	80	10
Ohio	1,570	210
Oregon	1,200	15
Oklahoma	210	18
Pennsylvania	3,010	320
Rhode Island	220	32
South Carolina	380	28
South Dakota	110	18
Texas	1,280	110
Tennessee	800	92
Utah	280	28
Vermont	410	46
Virginia	520	68
Washington	180	12
Wyoming	210	28
West Virginia	470	42
Wisconsin	612	70
Totals	48,350	4,279

These totals undoubtedly fall far short of the true figures. If doubled they would probably be nearer the mark. Yet as they stand, they are sufficiently shocking to cause wonder that "horse power" so carefully harnessed and measured out in all other forms, should be permitted in any civilized country to run rampant in the flesh.

The causes which result in runaways are numerous and spring from a variety of sources. To drivers of horses the following compilation will be of interest. In a thousand runaways taken at random from press clippings the animals bolted from the following causes:

Detached trace	62
Broken whiffletree	31
Broken shaft bolt	21
Detached wheel	22
Hoof unattended	82
Rain breaking	97
Broken or loose breeching	70
Run into by other runaway	79
Tail over rail	22
Hoof breaking	29
Automobiles	130
Motor cycles	48
Fireworks	22
Broken saddle or shaft girth	10
Broken pole or king bolt	12
Broken axle	28
Loss of driving rein	26
Railway trains	72
Trolley cars	20
Fireworks	20
Fire engines	15
Intoxicated drivers	5
Unbearable fright	23
Various other causes	60
Total	1000

When we travel by steamer we want to take the swiftest vessel of the swiftest line, and if by increasing the dangers the captain makes port in a little less time than it has ever been done before, if he establishes a new record, every passenger feels the glow that results from something attempted, something done. We are all in a hurry and for hurry's sake. It is become our habit.

To be sure we—most of us—regard with high approval every evidence of official firmness in dealing with the automobile. That is because we—most of us—are not motorists.

When the great steam and gasoline cars shall come into general use, cheapened and modified to meet the need of even the least among those the travelers, our attitude will change. We shall welcome a new means of annihilating time and space limitations and pleas for moderation will sound in our ears as impertinent interference or the phrasing of one who is behind the times.

And in the bright lexicon of the present day, there is no classification more comprehensive in its finality than "behind the times."

WORK OF THE FISH COMMISSION.

(Continued From Page 14.)

It does not prohibit the latter from benefiting some deserving person—at least such is the construction given to it by Mr. Vogelsang, and no one has questioned his thoughtful act.

In the Sisson station, occupying an area of sixteen acres and including thirty-five ponds and nurseries, three hatcheries, 230 hatching troughs, 1000 hatching baskets and the most modern equipment and apparatus, together with a laboratory for scientific research, the State has a plant that ranks as foremost in the world from a commercial standpoint. It is there the United States Fish Commission sends 90 per cent of the fish and eggs allotted to California, and it is from there that the work of distributing this valuable product is carried on under the direction of Superintendent W. H. Shebley. Early in the season the superintendent and his assistants are kept busy handling the salmon output, and later their attention is turned to the black bass that thrive in the rivers of Northern California. Meanwhile another force of men is engaged in similar work at the various smaller stations

throughout California, among them one on the Eel River, another on the Truckee River, a third at Tahoe and auxiliary stations at Tallac, Glen Alpine and Camp Agassiz and other points along the more important streams in the State.

"We have received many communications from the commissions of other States," said Mr. Vogelsang, "regarding our plan of combining the fishery interests with those of the game. It is hard for some of the representatives of these States to understand our purpose, which is a very simple and at the same time a most effective one. When our deputies are authorized to enforce the law in all cases, it places a greater safeguard around the fish and game and means a saving to the State. For instance, if one of our deputies is traveling through the interior on some mission pertaining to the protection of quail or other fowl and he discovers an infraction of the fish regulations he can act at once. It keeps him always alert and increases the efficiency of our field force."

Although the law in reference to the trapping of live game is strictly enforced, Mr. Vogelsang says exceptions have been

made in cases where the birds are wanted for public institutions, where they will be displayed for instructive purposes.

"We have found that when the public becomes more familiar with the different forms of bird life less disposition is shown to destroy them in their native habitations. We have also noticed good effects of the enforcement of the law in the deep interest some people in the interior take in the birds and wild fowl that abound in their neighborhoods. I have received a number of requests from persons for permits to capture and keep in captivity during the open season various kinds of birds, simply for the pleasure and joy of watching their prisoners and caring for them. These persons have invariably liberated the birds at the proper time, and I believe that the granting of these permits has been most beneficial to the State, in that it has tended to cultivate among its citizens a kinder feeling for the game and has taught the bird to have less fear for man.

"Give a bird evidence of your gentle disposition and he will rapidly cultivate a friendship for you," and as Mr. Vogelsang made this remark he glanced toward his

office window, where there was perched a canary, a bird that is his daily companion and an interesting chum. He chirps and warbles merrily all day if Mr. Vogelsang is around, and when he receives no response to his frequent signals to his master he will soar from his perch down upon the rim of Mr. Vogelsang's glasses and flap his wings and pecks away at the glasses until he receives what he considers the recognition due him.

Two years ago a friend of Mr. Vogelsang brought a wild canary to his office and insisted that the Deputy Fish Commissioner accept it as a present. The latter did not take kindly to the proposition, thinking that the business of the office would not permit him to give the deserved attention to the pet.

"On one condition will I accept it," said he, "and that is that the bird shall not be restrained of his liberty. After I have fed it for several days and have satisfied myself that it is prepared to return to its former outdoor life I will leave the windows open so that it may make its escape." A few days afterward he carried out his promise and the bird took flight. Later in the day, however, it returned,

much to the surprise of Mr. Vogelsang, who raised the window and admitted it to his office. Since then the bird has made its home in the office, although it is still unrestrained and often leaves the Fish Commissioner's offices and remains away for some time. Before the sun has begun setting in the west it is back again in the room occupied by Mr. Vogelsang and is chirping happily to his friend and protector.

That little yellow bird has unconsciously played an important part in the affairs of the Fish Commission, for on more than one occasion, when some complaining citizen has dared to contend with Mr. Vogelsang on questions of bird protection the latter has called forth his pet, and while the little canary has flitted from his hand to his glasses and back to an elevated perch, or timidly approached the visitor, its example of affection has strongly appealed to the man and oftentimes made him thereafter a friend of the birds he was wont to slaughter.

If there is one soft spot in Mr. Vogelsang's nature it is the one he has for the defenseless bird—that little helpless mite of feathers, which my acquaintance on Montgomery street would have deprived of the protection that a State has surrounded it with.