

**ROJESTVENSKY  
ACQUITTED.**

Four officers of the torpedo boat destroyer Bedovi who were placed on trial with the admiral were found guilty of having premeditatedly surrendered the Bedovi, and all four were condemned to death by shooting. But on account of extenuating circumstances the emperor will be requested to commute the sentences of the four to dismissal from the service and to be deprived of certain rights which they would

otherwise enjoy. The full report of the court-martial shows that Admiral Rojestvensky was acquitted on the ground that he was not in his full senses at the time of the surrender. Some of the officers were acquitted, their guilt not being proved. The recommendations for mercy in the cases of Capt. De Colongue, chief of Rojestvensky's staff, Capt. Baranoff of the torpedo boat destroyer Bedovi, Philipovsky and Leontieff, who were

found guilty and sentenced to be shot, were based on demoralization produced by the long voyage and shock of the disaster in battle. They were also credited with a desire to save the life of Rojestvensky.

**DEATH DEALING  
RAILWAYS.**

We have been used to regarding this as the land of inexcusable railway horrors. The record of fatalities and injuries in this country has long been compared with the records of European countries in a way which cast great discredit upon American railway management.

The wreck at Salisbury, Eng., from reckless overspeeding emphasizes the fact that English railway travel is rapidly approximating our own in its record of fatalities.

English railway administration may be expected to be more efficient than ours. Not only is the country as a whole much more conservative, but its comparatively small size and its well-defined routes of travel reduce the chances of accident to a minimum. England has about 25,000 miles of railroad; American about ten times as many.

When the killing of 10,046 persons and the injuring of 84,155 on the railways of this country during the railway year ended June 30, 1904, is set beside the fact that in 1905 only six passengers in England lost lives from causes due to personal carelessness, it is hard to resist the conclusion that railway management abroad is far superior to

ours. At the same time it is only fair to point out that many of the comparisons with foreign statistics are inaccurate and misleading.

Of all the thousands sacrificed in this country in 1902-4 only 262 were killed and 4,978 injured by collisions and derailments. The great bulk of recorded victims are unfortunately who insist upon walking upon railway tracks, stealing rides and jumping from moving trains, and railway employes.

Counting those in England, as they are counted in this country, there were 1,158 killed and 18,802 injured in 1905. These figures, compared with our own, in view of the ten times as much mileage here as there is there, show that the number killed and injured was greater per mile in England than it was here.

These figures place American railway management in a better light, comparatively, but do not alter the vital fact that the number of inexcusable disasters is appalling.

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