

suffer. It is not absolutely imperative, in the opinion of many, that the world should have these enormous expositions; but if we are to have them, they must be made reasonably safe to life and secure as to works of art.

ROBERT TREAT  
PAINE

Never was the New England conscience more genially employed than in the good works of Robert Treat Paine. His activities, which were terminated by death at Waltham, Massachusetts, on the 11th of this month, were as truly the product of Puritan traditions and training as were ever those severe and forbidding customs and doctrines which are commonly associated with Puritanism; but they were directed toward ends of human service. Descendant of one of the signers of the Declaration of Independence and also of a Governor of the colony of Rhode Island, born in Boston, a graduate of Harvard, for many years a resident of Waltham, Mr. Paine had the characteristics that mark a man as belonging to eastern Massachusetts. The qualities that he received from this inheritance and training he devoted to the advancement of human welfare in many directions. He was perhaps most widely known for his service in behalf of International Peace. He was President of the American Peace Society for nearly twenty years. He was interested in all public questions. In 1884 he was a member of the Massachusetts Legislature, and was a nominee for Congress. He spent his best efforts, however, in what, for lack of a better term, is commonly called philanthropy. For nearly thirty years he was President of the Associated Charities of Boston, and maintained his connection with that organization afterwards as an honorary vice-president. In particular he devoted his time, his money, his thought, and his energy to the improvement of the conditions of workingmen. It was Mr. Paine who organized in 1879 and as President directed the workingman's institute well known in Boston as the Wells Memorial. He was President also of a Workingmen's Co-operative Bank, a Workingmen's Building Association, and a Workingmen's Loan Association. He was active in providing better housing for the wage-earners of the fac-

tories, not only by attacking cheap and unsanitary tenements and making improvements, but also, and more especially, by providing means by which men and women could own their own homes. His work in this respect was done not by free gifts but by methods which could stand business tests. What he did was to make it possible for a man to apply his rent to investment in a home. Nothing perhaps can better represent at once his humanitarian purposes and his New England standards than this sentence which is attributed to him: "You cannot expect to find in squalor and filth the germs of education and refinement; neither can insufficient ventilation and a total absence of sanitation produce that fine flower of culture and æstheticism which has marked the Boston known to the outside world to-day."

#### THE DEATH OF PRESIDENT MONTT

Last week we commented briefly on the visit of President Montt, of Chile, to this country. Before the words reached many of our readers the cable despatches gave the news of President Montt's sudden death at Bremen. It was known that for some time he had been in serious danger from heart disease, but it was hoped that rest and foreign travel would restore him. High praise is due Pedro Montt for his patriotism and wisdom. When we talk contemptuously of some South American and Central American republics, and despise dictators who come and go as did Zelaya and Castro, it is only fair to remember that such so-called republics are insignificant compared with splendid nations like Brazil, Argentina, and, in a less degree, Chile. To make his country sound and strong was President Montt's ambition. His father had been President before him, but this was not a case of direct succession. Mr. Montt was chosen as head of the Chilean Government without pressure or unfairness. He had been a Minister at Washington, and was familiar with American affairs and most friendly in his feelings and relations with this country. He was elected five years ago as the Liberal candidate, and his term would have expired next year. As a political leader and as the executive head of Chile, President

Montt strenuously opposed all attempts to debase the currency of the country or to confuse its finances, and he was equally ardent in urging economy in the public expenditures, the friendly settlement of difficulties with other countries, the commercial and railway development of Chile, and the adoption of a satisfactory educational system.

#### THE ELIMINATION OF THE GRADE CROSSING

The grade crossing is one of the conditions which make the tale of railway accidents in America year after year an appalling one. If we are to make the operation of railways as efficient in this country as it is in England, the State must co-operate with the railways in the elimination of crossings at grades. In the State of New York to-day there are over eighty-five hundred crossings of highways and steam railways at grade, an average of more than one for each mile of railway in operation. In Greater New York, with its dense population, there are four hundred and fifty-seven crossings at grade, eighty-nine of which are in Manhattan and seventy-four below Sixty-first Street. The Long Island Railroad, in the growing Borough of Queens, has one hundred and ninety-six grade crossings, and two hundred and twenty-five flagmen and gatemen are employed. The State is a veritable network of railways, and, with traffic increasing enormously each year, and the impetus that has been given highway travel by the automobile, the situation has reached a most acute stage. The accident table for ten years shows a record of one thousand and twelve persons killed and thirteen hundred and seventy injured at such crossings. In two years and a half fifty-six persons were killed and one hundred injured in New York City alone. A recent complaint to the Public Service Commission stated that at one crossing near Binghamton forty persons had been killed, and one complainant claimed that the number killed was sixty since the railway was built. The railway has an electric bell at the crossing, and its operating officer does not consider the crossing dangerous. An analysis of all accidents to the traveling public, employees, and trespassers on steam railways during ten years

shows that twelve and a half per cent of all killed in New York State met their deaths at grade crossings, and six per cent of all the injuries were received at the same place. That the protection of crossings by gates or flagmen is not wholly effective is shown by the record that at crossings thus protected two hundred and ninety-nine were killed and two hundred and fifty-four injured in the same period. The latter figures are convincing as to the necessity of carrying the highways over or under the tracks or of elevating or depressing the tracks.

#### THE COST OF SAVING LIFE

The State of New York is now engaged in spending one hundred and one millions of dollars on the Barge Canal to facilitate commerce, and fifty millions on good roads to make easy the way of the highway traveler; but in the thirteen years during which it has been the policy of the State to share in the expense of eliminating steam railway grade crossings which are a constant menace and danger to the public it has appropriated but \$1,600,000. Last year not one cent was appropriated by the State for this purpose. Under the State grade crossing law the cost of eliminating existing crossings is divided, the railway paying one-half and the State and the municipality each one-quarter. The total number of grade crossings eliminated with State aid is two hundred and thirty-three. Schenectady is the one city in the State which has completed the work of wiping out all grade crossings in the city limits; the work cost over \$2,000,000, of which the State paid \$400,000. This year provision is made for but \$350,000 for this work in the State outside Greater New York, and \$250,000 within the greater city. There are pending before the Public Service Commission, Second District, to-day, applications which would, if granted, bring the State's expense up to over a million dollars; and if there were any prospect of additional State aid the number of applications would quickly take up every dollar appropriated, even though that amount were many millions. The attitude of the larger steam railways under the State aid plan has been one of willing-