

ARMY OF GUARDS TO EYE AUTOISTS

Public Safety Commission Will
Appoint 250 Deputies to
Report Violations.

COMMITTEES ARE CHOSEN.

Chief Tells Board the Country
Watches Chicago's Conclu-
sions on Traffic.

More than 250 deputies soon will be appointed by the Public Safety commission of Chicago and Cook county to bring offenders against traffic regulations to justice. Coroner Hoffman made the proposal yesterday during a meeting of the commission in the Otis building. It was accepted.

The deputies will be appointed from various sections of Chicago. Each deputy will have a button from the commission and will report on every case of careless driving, speeding, and violation of the city traffic ordinances. None will have power to arrest.

Fifty-three Members of Board.
President George H. White of the commission made known his appointments on the first division of subcommittees and the membership of the commission was increased to fifty-three. It is expected the number of members ultimately will be extended to seventy-five or a hundred.

The new members of the commission are:

R. W. Campbell, president of the National Council of Industrial Safety; Charles M. Hayes of the Premier Automobile company; Edgar S. Nethercut, E. L. Murphy, Robert M. Switzer, Dr. William E. Buehler, Sheriff Michael Zimmer, L. B. Richards, John M. Ewen, Mayor Smart of Evanston, A. M. Millard, Edwin Greer, H. G. B. Alexander, Isham Randolph, W. S. McRae, Samuel Moore, and Avery Conoley.

Members of Committees.

Mr. White's appointments on the subcommittees follow:

Committee on organization and office system—H. L. Brownell, A. H. Young, R. C. Richards, Graham Taylor, H. B. Fleming, Capt. C. C. Healy, and George H. Scott.

On finance—Charles A. McCulloch, Peter Reinberg, Howard Ething, H. B. Fleming, W. A. Garrett, Allen Ray, Mrs. A. Lamm, P. S. Lamborn, R. H. Ashton, and Samuel A. Eitelson.

On safety devices—Edgar S. Nethercut, H. B. Fleming, Chief McWeney, Charles W. Hayes, Capt. C. C. Healy, A. H. Young, R. C. Richards, R. C. Richards, Allen Ray, and B. G. Christy.

President White gave an account of the meeting in New York of the National Council of Industrial Safety. He said Chicago was held up as an example to the other cities by devising means for minimizing traffic accidents.

TIM WOODRUFF MUST TAKE REST

Doctors Offer Hope for His Recovery from Paralytic Stroke—"Father Better," Son Says.

New York, Sept. 30.—[Special.]—Timothy L. Woodruff, his doctors say, will have to take a long rest before he recovers from the slight stroke of paralysis which he suffered on Monday night at Cooper Union hall, where he was speaking at the fusion notification meeting.

Mr. Woodruff's son, John E. Woodruff, said today that his father on the whole was better.

He is suffering from a complete collapse of his nervous system," the son said. "It has partly affected his left side. His mental condition, however, is normal."

CITIES OF EUROPE USE MOTOR BUSES

(Continued from first page.)

ously costly and that only one subway in the world has, taken by itself, been a financial success. They are also of limited capacity and cannot be easily enlarged to take care of increasing patronage. It is possible, on the other hand, to increase the number of automobiles indefinitely and to change the routes as often as desired, while the cost of establishing such a line is said to be no more than that of the rolling stock alone of a subway system.

BUT it is doubtful whether, under present conditions, automobile lines on an extensive scale would be practicable or profitable in any American city. In the European capitals the streets are generally better paved than in Chicago, for instance, and these pavements are kept in good repair. As for the country roads, an autobus would be in danger of finding almost anywhere within twenty miles of the Chicago city hall. Poor roads alone would make the use of the motorbuses impossible except on certain carefully selected routes within the city limits.

And that the general use of autobuses even in the great cities of Europe is not without its drawbacks may be judged by the experience of London, where the terrible record of the motor drawn vehicles as maulers has caused the appointment of a special committee to investigate the subject and recommend regulations by which the number of killed and wounded may be cut down.

THE official record recently given out by the English home secretary shows that during 1912 the motor buses killed 167 people inside the metropolitan police district. In the same year the street cars killed only 37. For the first six months of the present year the record is even worse—motorbuses 87, street cars 22. The list of injured during the same periods would do credit to a great battle. The motorbuses were responsible for 2,500 injuries in 1912 and the street cars for 2,303. For the first half of 1913 the figures stand: Motorbuses, 1,450; street cars, 1,415.

The people injured by the two agencies is not far from the same in number. But the motorbuses kill four times as many people. Just why they should be so much more deadly is hard to understand.

ONE recommendation of the special London committee is that the number of islands of safety be greatly increased; another that a much larger number of police officers be put on duty at the street intersections to guide and control traffic. At present there are between 600 and 600 London "bobbies" thus assigned, in addition to more than 400 men who are on duty at the school buildings and whose special duty it is to protect the school children from the dangers of the streets.

But the most important recommendation is that a single body, to be known as the London traffic board, be put in absolute control of all matters in any way relating to the street traffic of the metropolis, with power to make and enforce its rules.

There seems to be a general agreement that a single authority with sufficient power is necessary to cut down to a minimum the constantly increasing danger to life and limb in the streets of every great city.

Onst Traction Attorneys.

City Controller Tracer conferred yesterday with the board of supervising engineers relative to the prosecution of violations of the traction ordinances. The board agreed to employ attorneys for the companies will not be allowed to assist in the prosecution of illegitimate sale of transfers.

MINER TALKS FROM "TOMB"; ASKS ABOUT HIS FAMILY.

Centralla, Pa., Worker, Already Buried
Five Days, Tells Through Tube of
Agonies of Waiting for Rescuers.

Centralla, Pa., Sept. 30.—As darkness enveloped the Continental colliery of the Lehigh Coal company tonight the voice of Thomas Toshesky, who has been entombed in the mammoth vein since last Friday morning, was heard through a tube fifty feet long which had been inserted in a hole bored through a wall of coal from an adjoining breast. He spoke quite distinctly, his first inquiry being about his family.

"Tell them not to worry too much," he said, "as I am in fairly good condition. Since I got several bottles of milk and whipped eggs I feel much stronger and more content. I had a long sleep after satisfying my hunger and thirst, and feel certain that I will be rescued before another fall of top rock and coal can occur."

The entombed man said he was nervous because of the long confinement and quiet.

Mine officials told Toshesky to keep up courage and if possible get some more sleep, as it probably would be another twelve hours until a big pile of coal lying in the face of the gangway could be removed sufficiently to permit members of the rescuing party to enter the breast where he is held a prisoner, 100 feet below the surface.

Hear Sir William Ramsay, Central Y. M. C. A., at 4 o'clock today.—Advertisement.

HOW NATURE CURES CONSTIPATION

And Why Drugs Are Being Used Less and Less for That Purpose.

The custom of Internal Bathing for keeping the intestines pure, clean and free from poisonous matter, curing constipation, biliousness and the more serious diseases which they bring on, has become so generally popular and so scientifically correct in its application as to merit the most serious consideration.

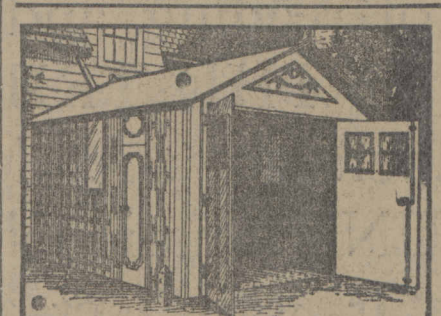
Drugs for this purpose have proven that their doses must be constantly increased to be effective, that they force Nature instead of assisting her, and, once taken, must be continued.

On the contrary, the scientifically constructed Internal Bath gently assists Nature, but is infinitely more thorough in its cleansing than any drug, no matter what its nature.

The "J. B. L. Cascade," which is now being used and praised by thousands and prescribed by many eminent physicians, is now being shown and explained by the Independent Drug Company, State and Adams streets, Chicago.

Its action is so simple and natural as to immediately appeal to all common sense. That is the reason for its great and deserved popularity.

Ask for the booklet, "Why Man of Today Is Only 50 Per Cent Efficient."—Advertisement.



DON'T BUY A GARAGE until you've investigated this—not a mere steel shed, but a strong, handsome, wind-rain-and-dust-proof building. Will not warp, buckle or rot.

PRUDEN SYSTEM

Fireproof, Portable Garages have patented self-framing construction, reinforced every 12 inches. Slides and trussing formed in sheets without separate unit. Expansion joints take care of temperature changes. Windows can't be opened from outside. Sure protection against fire, theft and thieves. Last a lifetime. Write or phone for catalog and prices.

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