

# Tunnel so Filled with Smoke That No One Could See or Breathe

## Passengers of Two Emptied Trains Were Crowded into a Third Which Followed the Blazing Cars Until Fumes Cut Off Retreat.

### HOW THE METROPOLITAN SUBWAY TUNNELS UNDER PARIS.

## Disaster in Paris Causes a Great Nervous Shock in London, Owing to the Underground Traction System in Latter City.

### STAIRS BLOCKED BY WAITING CROWD

### REASSURING STATEMENT SUBDUES FEARS

[SPECIAL CABLE TO THE HERALD.]  
 HERALD BUREAU,  
 No. 49 AVENUE DE L'OPERA,  
 PARIS, Tuesday.

The Herald's European edition publishes the following:—

A shocker whose establishment faces the Couronnes station gives the following account of the disaster:—

"It was exactly twenty minutes past seven. There were few people about the street. Suddenly a cloud of smoke issued from the Metropolitan station staircase. This became thicker in a few seconds, and soon the black column rose to the height of the second story windows of the houses.

"Passers ran to the fire alarm posts and called the firemen. Then some passengers who had just entered the station to take tickets came rushing into a confused crowd, shouting at the top of their voices. These were followed by some passengers who had been in train No. 48. The pushing and crowding was terrible.

"People gathered from all quarters in front of the station and cries were raised of 'Lights! lights!'

"Several inhabitants of the district brought lighted candles and lamps. Attempts were made to enter the station, but the bravest men were forced to beat a retreat, for the smoke was becoming thicker and thicker.

"Meanwhile assistance was rendered to those passengers who had succeeded in reaching and climbing the staircase.

"When those had somewhat recovered they were asked for information, but all they could state was that they had, on seeing the smoke, alighted and made the best of their way toward the exit.

"The smoke continued to increase in thickness until it was a column of black soot. No one could approach the entrance to the station."

Heartrending scenes were witnessed among the crowd, many people being convinced that their relatives were down below. The police had great difficulty in controlling the people, who were excited to an indescribable degree.

**Rescue Impossible.**

Toward nine o'clock a large detachment of the Republican Guard marched up. These and the police formed cordons around the station. M. Lépine and other superior officers of police were present, and directed the maintenance of order.

As soon as the crowd had been cleared away from the entrance to the station firemen attempted to descend the staircase, torches being used for lighting purposes. They only succeeded in going down two or three steps, when the torches were extinguished and the firemen suffocated and blinded by the thick smoke of oxide of carbon were obliged to retire. This failure did not stop M. Lépine from making an attempt to descend. He tried twice but was on each occasion beaten back.

The heat was similar to that issuing from a furnace. The temperature was over 140 degrees Fahrenheit.

All this time copious streams of water were being pumped into the station, but the smoke still kept rising. The crowd was intensely silent, and the scene was impressive. The firemen were powerless.

**Recovering the Bodies.**

For hours the situation was unchanged. It was about three o'clock in the morning when the volume of smoke began to diminish and the temperature to go down. Then the firemen made another effort to effect an entrance.

A lieutenant colonel and major of the Garde Républicaine penetrated to the platform. Two minutes later they came out again, saying they had seen two bodies. Ambulances were on the spot in charge of Dr. Henry Thierry. Some firemen took a stretcher and entered the station. A few minutes later they brought out the two bodies which had been seen first by the officers.

Then the sorrowful procession began. Bodies were brought out in rapid succession. It was stated that there were more than sixty on the platform at the Belleville end of the Couronnes station. They were mostly workmen, but there were also several girls and children.

One man was holding a little girl by the hand. She was carrying a doll in her other hand. The man had a newspaper, which he had probably been reading in the train.

None of the bodies were burned, but the faces were blackened by smoke. For an hour the search was continued under great difficulties. Several firemen had to be given medical aid when they came up to the street from below.

The spectators, who stood in serried masses outside, were greatly affected by the sight of the melancholy procession. Some among them fainted.

At half-past six o'clock a stretcher came up empty. Seventy-five victims had been brought up. The Morgue being too small to contain all the bodies some had to be conveyed to the Ile de la Cité, where many moving scenes were witnessed. Among the crowd several people fainted.

**SOME WALKED BACK THROUGH TUNNEL**

Newspaper Man and His Wife Escaped by Returning to Belleville Along the Track.

[SPECIAL CABLE TO THE HERALD.]  
 HERALD BUREAU,  
 No. 49 AVENUE DE L'OPERA,  
 PARIS, Tuesday.

The Herald's European edition publishes the following:—

M. Alfred Martin, correspondent of the Gazette de Charleroi, who with his wife was in one of the trains burned, gives his impressions as follows:—

"My wife and I took the Metropolitan at the Place Clichy about seven o'clock. We intended to go to the Bastille in order to take a train for Chennévères at the Gare de Vincennes. When we arrived at the Boulevard Barbes we were told to alight, as the door of the carriage containing the motor had caught fire. The flames

were extinguished with hand grenades. Then the train started slowly on its way to the workshops, at the Place de la Nation.

"We, with other passengers, were crowded into the following train and started off again, but when we had arrived between the Rue d'Allemagne and the Belleville stations we had another stoppage. The first train had pulled up in front of us and obstructed the line.

"We had to get out once more, as it had been decided to push the first train along with the assistance of the second. Then a third train came up and we got in, following the others. In my opinion it was very imprudent to follow so closely after a train on fire.

"**'Sauve Qui Peut!'**

"At the Couronnes station there was another stop. Some passengers began to complain and others laughed and joked, but no one was conscious of danger. The stationmaster was about to give the order to proceed when two officials excitedly shouted 'Sauve qui peut!'

"There was at once a great amount of pushing and elbowing, but no one seemed panic-stricken. The idea rather prevailed that some one was joking. The majority of the passengers, however, my wife and I included, made our way toward the staircase. There were cries of 'My three cents! My three cents!'

"We found it impossible to get up the stairs, which were crowded with people who intended to take the train and who refused to listen to us. When we spoke of an accident they laughed at our remarks.

"Soon there was a crowd at the bottom of the staircase. No one could budge one way or the other. There was much rushing.

**An Avenue of Escape.**

"As I saw smoke coming from the tunnel at the other end I thought I was lost, but an idea came to me.

"I said to my wife, 'Let us go back through the tunnel to Belleville.' She agreed, and we got down on the line. We were followed by other people.

"We had scarcely got into the tunnel when the lights went out, leaving us in darkness. We shouted to an employe to come along with a red lantern. He took the lead, and we started on our way. A thick volume of smoke came from behind, accompanied by a nasty smell of something like ammonia.

"I thought I heard one or two people fall behind me. I heard women shriek, but could not stop to see what it was about as I had all the trouble in the world to keep up myself and assist my wife.

"At last we arrived at the Belleville station, where we found a crowd. The staircase there was blocked also and people were calling out for the return of their fares. We begged them to let us pass, but they would not listen. They did not appear to conceive the danger.

"I was determined to get out, so I advanced, using my fists while doing so. I succeeded in mounting the stairs with my wife. When we got into the open air at last we took a long breath, for both of us had been almost suffocated."

**PASSENGERS WAITED TILL WIRES BURNED**

Haggled for Return of Their Fares Till Lights Went Out and Then a Wild Panic Ensued.

[SPECIAL CABLE TO THE HERALD.]  
 HERALD BUREAU,  
 No. 49 AVENUE DE L'OPERA,  
 PARIS, Tuesday.

The Herald's European edition publishes the following:—

Chédat, chief guard of train No. 48, which was enveloped at the Couronnes station by smoke caused by the burning of train No. 43, made the following statement:—

"My train was packed. It contained at least three hundred and fifty passengers. We had picked up at the Barbes station the passengers who had been made to get out of train No. 43, in which the carriage containing the motor caught fire. At Couronnes station we were stopped by signals. As the waiting became tedious, some passengers joyfully shouted out, 'Tout le monde descend!'

"These words had been used by the railway servants in telling them to get out of train No. 43 at the Barbes station.

"A few passengers got angry over the delay, but the majority regarded it as a laughing matter and cracked jokes about it. Suddenly I noticed dense smoke coming from the direction of Menilmontant. Realizing the danger, I shouted to the passengers to get out of the train, at the same time running to the telephone to request the Belleville station to cut off the electric current. But the telephone was not in working order.

"Passengers Refuse to Leave.

"I called an employe named Latige and asked him to run to the Belleville station via the Boulevard. He started off immediately. Meantime the guards were begging the passengers to get out of the train, but the passengers refused. 'We were made to get out at the Barbes station,' they said, 'and we have had enough of it.'

"All this time the smoke was steadily approaching, becoming denser and denser. You cannot imagine such smoke. It was like a wall advancing. Seeing the smoke enveloping us, I finally took by the arms some passengers who were standing at the carriage door, shouting to them:—'Do get out!'

"These passengers then surrounded me and demanded that the cost of their tickets be refunded. I replied:—'The money will be refunded later on. Run away! But they would not heed me. They used threats and I received several blows.

"A crowd gathered around me and prevented the passengers who had been in the end carriages from reaching the exit

staircase up which most of the other passengers had made their escape.

**Panic in the Darkness.**

"Then the electric light suddenly went out. A fearful crush followed in the darkness. Piercing shrieks resounded during a few seconds, but the suffocating smoke speedily silenced every voice.

"I tried to light some wax matches, but the fumes of the smoke extinguished them instantaneously. Then I groped my way along to the wall. I knew that the exit is at the left extremity of the platform, so I advanced in that direction, keeping against the wall. As I was groping along I touched somebody whose arms were beating like windmills. I caught hold of an arm and dragged this person along with me.

"When we reached the exit staircase I felt that the person I was dragging was about to faint. I was half suffocated myself and my head was whirling. I made a supreme effort to get up a few steps. On reaching the upper floor of the station I fell with the person, a woman, whom I had dragged along in the darkness. Fortunately help was soon at hand. Rescuers picked us up and conveyed us to a chemist's shop."

**RECOVERING THE BODIES**

Fumes Rendered Work Impossible for Nearly Eight Hours.

PARIS, Tuesday.—Officials and firemen were unable until early this morning to descend into the tunnel owing to the blinding clouds of smoke from the burning train. Frequent attempts were made by heroic volunteers, whom it was necessary to rescue half suffocated and carry away to the hospitals.

At ten minutes after three Sergeant Ahrens, wearing a respirator, succeeded in making the descent. He remained seven minutes, and brought the first information to the effect that corpses were strewn all about the roadway of the tunnel. Then he collapsed and was taken to the hospital.

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Twenty minutes later firemen forced their way down through the tunnel station at Menilmontant and returned soon afterward with seven bodies—two men, two young boys and three women. These persons had been asphyxiated, and their positions showed they had been groping through the smoke that filled the tunnel, seeking a way to escape, when they were overcome.

At the second descent the firemen found a great number of bodies massed near the ticket office of the station, where many had evidently tried to keep out the asphyxiating smoke. The faces of the dead were red and congested. Some women held their children tightly in their arms.

By half-past eight A. M. the total of the bodies lying at the Morgue had reached forty, says the total at the barracks of the Municipal Guard forty-four, making eighty-four altogether. At nine o'clock the number of bodies was unofficially estimated at one hundred.

**M. COMBES IN THE TUNNEL**

Premier Will Propose Relief for Bereaved Families.

PARIS, Tuesday.—At noon Colonel Meaux St. Marc, on behalf of President Loubet, visited the Morgue and the Premier, M. M. Hurroux, Prefect of the Republic, and Judge Jollot, of the Seine Tribunal, have proceeded to Les Couronnes station to open a judicial investigation into the affair.

M. Combes descended into the tunnel and made a personal lengthy inspection. He asked the Chief of Police for a speedy report on the causes of the disaster and a list of the victims, and announced his intention of proposing a Council of Ministers measure for the relief of the poor families of the victims. The flag over the Hotel de Ville has been lowered to half-mast as a sign of the city's mourning.

At the American Consulate it was learned that there were no American among the victims. The Prefecture of Police confirms this.

President Loubet has telegraphed to the President of the Municipal Council, saying he shares the profound grief into which the city has been plunged.

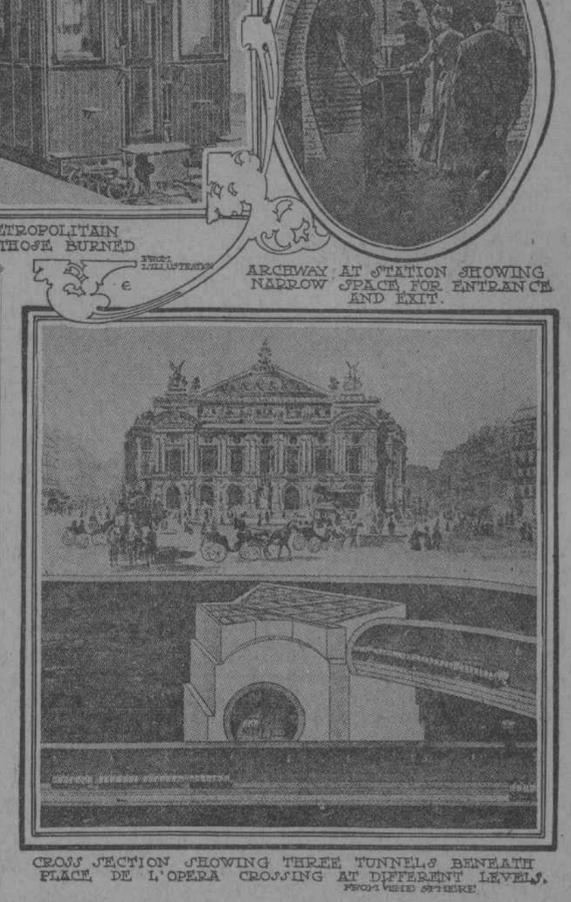
M. Gauthier, the magistrate for the district, says one of the main causes of the wrong exit, one passage leading out to the street, while the other was barred, as it was usually used for admitting passengers. Many of the victims sought the barred exit and were found massed against the wall, where they had been slowly suffocated.

**ANOTHER FIRE AT TERNES STATION**

PARIS, Tuesday.—Fire broke out this evening in one of the trains of the Metropolitan Electric Road at the Place des Ternes Station. There was quite a panic, but only two women were slightly injured.

**KING EDWARD'S SYMPATHY**

LONDON, Wednesday.—King Edward, through the British Embassy at Paris, has sent a message of sympathy to the French government on account of the Metropolitan Railway disaster.



CROSS SECTION SHOWING THREE TUNNELS BENEATH PLACE DE L'OPERA CROWDING AT DIFFERENT LEVELS. FROM FIELD OFFICER.

**New York Subway Plans Based on Public Safety**

Four Reasons Are Given to Show That Such a Disaster as Happened in Paris Cannot Take Place Here.

**WARNING GIVEN.**

(Charles T. Yerkes in an interview in 1902.)

My experience has taught me that every car on an elevated or underground road operated by electricity should be built of non-inflammable material. There should not be a single particle of inflammable material in this underground road (New York). Fire in such a tunnel is too dangerous to the public safety from every point of view. Not only is there the smoke, but the ventilating system would fan the flames.

**WARNING ANSWERED.**

The cars will be so constructed of fireproof materials that they cannot be ignited from electric wires or motors.

With the block system and automatic shut-offs collisions will be next to impossible.

The tunnel will be so well ventilated that asphyxiation cannot happen, and stand pipes and water hose at short intervals guard against fire from any cause.

The third rail will be so protected that persons cannot be killed by it, as happened in the Paris catastrophe.—Four reasons given by the officials of the Interborough Rapid Transit Company why the underground disaster of Paris cannot be repeated in the New York subway.

**Paris Proud of Its Metropolitan**

Wonderfully comprehensive is the scheme of the Paris Metropolitan Underground Railway. When it is completely executed, about three years next April, Paris will possess nearly fifty miles of railway lines almost exclusively underground. The outside circle of the network of the Metropolitan runs within the circle of the city walls and fortifications. This circle is cut and intersected by a great number of transverse lines terminating at some distance without its circumference on the extreme boundaries of the city, and crossing the Seine, either by means of tunnels or bridges, at no fewer than six different points. A straight section runs from the Bastille to the Porte Maillot, at the Bois de Boulogne. Eventually there will be 120 stations, situated at seldom more than five hundred or six hundred yards distance from one another, and every one of the 120 stations will be in direct communication with every other station on the system. At certain junctions, the Trocadero, the Arc de Triomphe and the Opéra, where three lines meet, the station is constructed in two or three tiers.

BECAME POPULAR WITH PARISIANS.

Excavations were begun in November, 1888, and in less than two years—namely, by October, 1890—the first section (traversing Paris from east to west) was in full working order. The Parisians took to the new means of transit at once, the road being so popular and within seven months of its opening the daily average of passengers was 150,000, with daily receipts of \$464.

The entrances to the stations are light and graceful and take up very little room, but it has no corridors with thick glass walls and tiled shaped roofs, while the white stone stairways are flanked by glazed white tiled walls, well lighted with incandescent lamps.

The trains follow each other at intervals of five minutes, the cars being comfortable and admirably lighted, while overcrowding of the carriages is, according to law, prohibited. The maximum load of a first class carriage is thirty-one passengers seated and twenty-one standing, and of a second class twenty-six passengers seated and twenty-one standing.

The light construction of the cars, however, and their material are thought to have aided the conflagration.

The second section of the Metropolitan, on which the accident occurred, extends from the Place d'Avoyers to the Rue de Bagnolle, a stretch of about six kilometers and some twelve stations, of which two are popular and within seven months, and at Menilmontant, between which the disaster happened.

The tunnel of the Paris Metropolitan is sixteen feet in diameter. Its depth varies, but it has no continuous deep level of sixty feet, like the Londoner's two-way tube, though its average depth is below the New York's rapid transit subway.

In the early days of the railway's traffic, namely, in January, 1902, a panic occurred on the Metropolitan, but was fortunately unattended by loss of life. Smoke was seen issuing from the Marboeuf and Alma stations. It came from a train in which the motor had caught fire. The passengers were hurt, but the train was completely destroyed.

**DANGER FROM FIRE IN BOSTON SUBWAY**

[SPECIAL DESEARCH TO THE HERALD.]  
 BOSTON, Mass., Tuesday.—Howard A. Carson, of Malden, chief engineer of the Boston subway, in an interview this evening, commented on the Paris disaster and compared the subway in the French metropolis with that of this city. He said that the Boston subway is much better ventilated in every way than that in Paris. Mr. Carson also said that the Boston subway should have been much nearer together and were not as steep.

"With the present style of cars used in the Boston subway," continued Mr. Carson, "there is always danger of accidents from fire, and the only way to prevent an accident of this kind would be to have fireproof cars."

Mr. Carson declared that if passengers in the Boston subway should leave the train that had become stalled between stations there would be serious results from the live third rail.

**Director Lays Blame on Driver**

Says That Instead of Isolating Short-Circuited Motor, According to Printed Instructions, He Only Used an Extinguisher.

[SPECIAL CABLE TO THE HERALD.]  
 HERALD BUREAU,  
 No. 49 AVENUE DE L'OPERA,  
 PARIS, Tuesday.

The Herald's European edition publishes the following:—

M. Vignes, one of the directors of the Metropolitan, said:—"I regret to state that the catastrophe was entirely the fault of the driver, Georges Chauvin, of train No. 43, one of our oldest and most devoted employes."

"At the Barbes station a short circuit

occurred in his motor. Instead of obeying the printed instructions and isolating the damaged motor, he merely employed an extinguisher, believing this would suffice to stop the conflagration."

Chauvin, who was badly burned, related to the Police Commissary a detail which shows that the motor of the car that caught fire was defective. He said:—"At noon my train was sidetracked because the compressor which works the compressed air brake was out of order."

When the news became known in London it caused a sensation almost as vivid as though it had happened here, for it must be remembered that all Londoners travel constantly by the underground railways and tubes.

They therefore realize most keenly the horror of a kind of catastrophe in which they themselves might be involved. Certainly to some extent Londoners feel reassured by a statement on the part of the manager of the Central London Railway, who declares that such an accident is impossible in the London tubes, but still there is a glaring fact before them of the possibilities of such a disaster, of trains taking fire and of passengers being cooped up in the narrow limits of the tunnels, into which the cars fit almost as closely as gloves.

**No Chance for Escape.**

There is no space between the cars and the walls for the passengers to escape were trains brought to a standstill in the middle of a tunnel. Thought of such a thing occurring on any of the London lines strikes a chill to the hearts of the travellers.

The Daily Telegraph in commenting on the Paris disaster says:—"We trust in the reassuring statement on the part of the management of the Central London Railway that such an accident as that which took place in Paris is impossible in the London tubes."

"But with the horrible results of that disaster before our eyes, we hope the authorities of all the underground railways will carefully review their precautions against fire, and, if that be possible, increase their efficiency."

The Morning Post says:—"The shocking disaster is another reminder of the terrible price we have occasionally to pay for the greater conveniences provided for us by modern civilization."

"The true inference to be drawn from such tragedies is not that the construction of underground railways must be abandoned, but that no possible precaution must be neglected to render humanly impossible the occurrence of such an accident."

"Though the general manager of the Central London Railway has issued a statement calculated to reassure the travelling public, the precautions to which he refers must now be redoubled, and increased vigilance must be shown by the engineers and every one associated with the new underground electric lines in the course of construction or waiting the sanction of Parliament."

**Great Precaution Necessary.**

The Daily Mail says:—"The risk in electric railways is clearly greater than the engineers supposed. It is of extreme importance and public interest, now that this form of traction at great depths is being so generally adopted in London, that the Board of Trade should insist upon every possible precaution being taken against fire."

"Experience shows that when these fires occur in tunnels they burn with extraordinary fierceness, owing to the terrific draught."

"No inflammable material should be permitted in the construction of rolling stock, for an accident in one of the London tubes would be even more serious than this most lamentable affair in Paris, since the depth is so much greater, and the difficulties in the way of escape are so much more serious."

The Daily News says:—"The whole world will fan sympathize with France in this her awful calamity, but we must pass from the irrevocable tragedy, which lies behind the anxious problem of underground locomotion which has thus declared itself so unmistakably."

"With us the tunnels are single and trains fit them like a piston. The only exit for a passenger is through the end of the last carriage, which may be the very one alight."

"The trains at Paris were comparatively empty. What would be the death roll in London if a crowded line of vehicles was arrested in darkness without side exits, which have been traditional on our surface rolling stock? The mere suggestion of fire would occasion a panic too awful to contemplate."

"For some time there have been expressions in various quarters certain misgivings concerning the tube system of the local railways. We are all of us for enterprises, but we fear the experience of Paris will awaken a not unnatural nervous feeling on our side of the Channel."

The Daily Chronicle says:—"Undoubtedly the disaster will create much distrust of the whole system of underground travelling. No doubt the authorities of the London Central Railway are justified in the belief that such an accident could not occur in their tube, yet in Paris hand grenades are said to have been used on carriages reported fireproof. Nevertheless, the disaster occurred."

**TRAVEL FALLS OFF, STOCK DECLINES**

[SPECIAL CABLE TO THE HERALD.]  
 HERALD BUREAU,  
 No. 49 AVENUE DE L'OPERA,  
 PARIS, Wednesday.

The Herald's European edition publishes the following:—

The receipts of the Metropolitan railway fell off enormously yesterday as a result of the catastrophe. The train, which is usually crowded, leaving the Porte Maillot station shortly after eight P. M. was practically empty last night. Not a single passenger got in until the Marboeuf station, where a solitary woman entered a first class carriage.

At the Place de la Concorde two second class passengers took the train. No others had appeared when I left the train at the Rue du Louvre.

As the train passed others going in the opposite direction I noticed they were nearly empty instead of being densely crowded, as usual at that hour. Up platforms at the stations all presented a deserted appearance.

My train stopped for several seconds in the tunnel between nearly all the stations. In some cases the halt lasted quite a minute.

The guard stated that there had been a similar enervating delay throughout the afternoon and evening.

Outside all stations on the outer boulevards were large crowds throughout the day.

On the Bourse there was a great fall in the Metropolitan Railway Company's stock. The closing price on Monday was 644f. (\$120). The opening price yesterday was 614f. (\$123), and in the course of the day it fell to 592f. (\$118.40) and closed at 593f. (\$118.60).

**SHOWS DANGER IN THIRD RAIL IDEA**

Short Circuit, Common on Such Systems, Led to Paris Disaster.

[SPECIAL CABLE TO THE HERALD.]  
 HERALD BUREAU,  
 No. 49 AVENUE DE L'OPERA,  
 PARIS, Wednesday.

The Herald's European edition publishes the following:—

An electrical engineer gives the following explanation regarding the cause of the accident:—

"It is evident that electricity played only an initial rôle in communicating life to one of the electric motors by a short circuit. It was the fire and smoke resulting from this incident that produced the terrible catastrophe."

"With the system of a third rail conductor placed on one side or between the track rails short circuits are easily produced. Hence danger of accidents of this nature is to be greatly feared."

"The third rail system, however, has good points. It facilitates the work of repair and surveillance. But these points of advantage are attained only on electric lines in the open air. In a tunnel the work of verifying the condition of the rail and its complications is very difficult, so it is no easy matter to locate the source of a short circuit."

"For instance, if the line of the current is broken tunnel and trains are plunged into obscurity, with all the attendant uncertainty and terror. The fright which overcomes the passengers is, moreover, justified, because in jumping to the ground one runs the risk of touching the third rail and thus being killed instantly."

**Merits of the Trolley.**

"Many competent persons prefer a trolley system affixed overhead to the arch of the tunnel, instead of the existing ground rail system with its shoe connection. By a trolley system I do not necessarily mean a little roller connection at the end of a long arm, as is used on electric tram cars, but that stronger and safer kind of arm which has been studied by railway companies and is used on many electric lines in other countries. Of course the trolley pole may break, but this does not happen frequently, and the consequences are usually inconceivable, for the passengers can leave the cars and reach one of the stations while risking only a shock, not a fatal stroke."

"A very logical precaution has been proposed in connection with this affair, that of fireproofing the material as much as possible. While not making a conflagration absolutely impossible, this process always has the merit of retarding the development of a fire and thus prolonging the desired period of rescue."

"It is possible, perhaps, to construct cars of a light metal—aluminum, for example—but that would be very expensive. In the case under consideration it would probably be more practical to construct cars of fireproof wood instead of varnished pitch pine."

**Ventilation Would Not Help.**

"There is much complaint of lack of ventilation in the Metropolitan subway. It would be well to recall the fact that experiments for improving the ventilation have been made, but were principally confined to the hygienic idea with reference to the passengers. No practical result was obtained."

"Furthermore, an energetic system of mechanical ventilation would not have prevented this accident. On the contrary, as can be readily understood, it would have fanned the flames and the people would have been burned instead of asphyxiated. Previous experiments show that an improved system of ventilation would be efficacious only in carrying out smoke. This result can be obtained by natural draught, the tunnel formations forming a sort of gigantic pipe, with the stations serving as outlets."

**BERLIN EXAMINES ITS ROAD**

Experts Find It Unnecessary to Change Construction of Cars.

BERLIN, Tuesday.—The tunnel disaster on the Paris Metropolitan Railroad has caused the management of Berlin's new electric road, which is partly underground, to make a speedy investigation into whether a similar accident was possible here.

Experts after carefully examining to-day the cars, motors and the three underground stations concluded that no danger exists and that it is unnecessary to change the construction of the cars.