

has been for years a point of danger which the prudent have dreaded and the timid avoided. On the other side of the city the Pennsylvania has met like conditions by elevating its track. The difficulties of doing this have been deemed insuperable by the Lackawanna management. If it be still impossible, equally so is the continued toleration of conditions which now exist along its line. The grade crossing is a relic of a very primitive civilization. It must go.

GRADE CROSSINGS.

The frightful accident, if such it can be called, in which a Lackawanna train crashed into a trolley car of one of the Newark street railroads and killed or mangled a score of school children, furnishes another illustration of the imminent peril of the grade crossing. The details are not quite clear at the moment of this writing, but the general facts suffice for an intelligent comprehension of the disaster: A heavy railroad train on a steep grade, a frosty track, presumably slippery, a trolley apparently beyond control of the motorman and sliding on its tracks with an impetus the brakes could not check, the coincidence of the trolley car on the grade crossing, and the passage of the train through and over it, and the consequences to be expected from such a combination.

Whether blame attaches to the locomotive engineer or to the motorman is for the moment unimportant. That will be learned when the families of the children caught in this deathtrap have buried their dead. Vastly greater responsibility attaches to the communities which have tolerated grade crossings in the populous neighborhoods of a large city, where of necessity many express trains must pass daily and between which trolleys and wagons have had to dodge to cross. Every Newark crossing of the Lackawanna Railroad west of the Broad Street station