

The Alarming Increase in List of Fatal Accidents

Are We Careless of Human Life? Death Toll on Labor--Workmen Take Chances on Dangerous Scaffolds for Fear of Losing Their Jobs--Brakeman is Killed in Same Spot and in Same Manner as His Predecessor Six Days Before.

(Toronto Globe)

If the value of each citizen as a producer were agreed upon as \$10,000—a very reasonable estimate—the charge can be made that in last year in the city of Toronto \$670,000 worth of human life was quite unnecessarily thrown away. This total does not include the sixty-two aged and sickly persons who were found dead in their beds or who expired on the streets, nor does it include the thirty-two persons who for some reason or other decided to take their own lives. It represents only the sixty-seven persons who died as the result of accidents which might easily have been prevented by the use of proper caution.

THIS YEAR THE WORST EVER.

But great as is this number, the accidents for the present year promise to far exceed those of any preceding year. In the case of drowning accidents alone, last year's total of twenty-one deaths has been eclipsed by the record of two months, there having been twenty-three deaths from drowning in or near Toronto Bay between the dates of June 11 and Aug. 11 inclusive.

DEATH TOLL OF THE WORKERS.

More significant again is the great increase in the death toll on industrial life. These are not the result of foolhardiness in the degree in which drowning accidents occur frequently. Almost invariably they are the consequence of insufficient precautions being taken to protect the lives of the workers. The records of the daily press and the recommendations of juries sufficiently indicate this, though the latter frequently go unheeded. A perusal of the files of the newspapers or the records at the Morgue make a sad commentary on the accusation of the cheapness of human life.

A GOVERNMENT INQUIRY.

Recently the provincial government announced the appointment of Sir Wm. Ralph Meredith to investigate changes in the acts relating to workmen's compensation. In the forthcoming investigation it is to be hoped that some attention may also be given to the question of better protection for the lives of workmen.

THE DEADLY SKYSCRAPER

The advent of the modern skyscraper has created new dangers to life and limb which none of the present building-by-laws cover. In the case of an ordinary building the floors must

be protected as the walls rise from floor to floor. But today that by-law is rendered obsolete in the case of skyscraper construction, because no attempt is made to erect the walls until the whole of the steel frame is complete.

WHY MEN TAKE CHANCES.

Scarcity of employment too, drives many men to work on insecure scaffolds and take unnecessary risks.

"Why do you not complain to the building inspector?" asked The Globe of one man who pointed out the flimsy nature of the scaffold upon which he was expected to work.

"Well, why don't I want to lose my job?" was the laconic and meaningful reply.

FELL TO THEIR DEATH.

Last year only four men lost their lives by scaffold and building accidents. There have been as many deaths from building accidents as that within the past four weeks. Starting with the fall of Archibald McDonald from the Lansdowne car barns on January 27, there has been a steady record of such accidents up to the present month, when George Van Wagner was dashed to his death by falling 125 feet from the new Kent building; Harry Warrens, who fell 200 feet from the Darling building to an instant death, and George Shuttlesworth, who fell from the scaffold of a Logan avenue residence and expired within a few minutes.

THE ARMY OF THE MAIMED.

But the awful list of fatalities does not exhaust the toll which negligence exacts. In many cases the victims are not killed, but merely maimed, and live on with shattered nerves and broken bodies to be a burden to their friends, instead of useful producers. In some cases the escape from death is marvellous, as, for instance, in that of George Sixsmith, who on August 6 fell a distance of sixty feet from the top of the Gourlay building on Logan avenue, and, though terribly cut about the head and body, and with a compound fracture of his legs, is expected to recover.

DEATH ON THE TRACK.

Railway accidents in which the victims were run over by railway trains last year were three. This year they number seven already.

In the most recent case, that of C. P. R. Brakeman William Cunningham who died on August 12, his death occurred at the same spot at the foot

of McMurray avenue, in the same manner and with the same engine and crew as did that of his predecessor, Brakeman Harry Button, six days before. In fact, the inquest on Button at the morgue had not been concluded before the trunk of poor Cunningham, with both legs severed at the thigh, was brought in, and a second jury empanelled to inquire into his death. In the case of Button, a formal verdict of accidental death was returned; in the case of Cunningham the jury has not yet reported.

BLAMED THE LIGHTS.

In the case of the man Robert Murphy, who was run over by a C. P. R. freight train on July 26 at the George street crossing, the jury found that the crossing was not properly protected and was only "poorly lighted." The evidence showed that Murphy, while in a muddled state through intoxication, wandered onto the railway and got caught between two cars.

OUR DANGEROUS DOCKS.

Street car and elevator accidents have also been numerous, while the dangerous state of the docks after dusk has been commented on by the juries who sat upon the deaths of Fred Swift and Joseph Bennett. Both men were sailors on vessels which were in the harbor last month, and, in returning to their ships late at night, were supposed to have fallen into the bay in the darkness.

ACTION IS NEEDED.

The full story of a city's industrial horrors would make unpleasant reading. One would not lightly indict the details upon the unseeing public. Perhaps sufficient has been said to indicate the alarming increase of preventable accidents. A report from the City Architect on the amendments to the building-by-law necessary to protect workmen on steel structures has already been asked for by the Board of Control. The facts cited from this year's accidents indicate the great need for concentrated action to protect the industrial workers from injury and death.

In an age when unlimited wealth and thought, are available to save a drunken murderer from the gallows, a death toll of sixty-seven able-bodied citizens who died last year as a result of preventable accidents ought not to go unchallenged. And the total will be immensely greater this year.

C. P. R. RATES TO THE DOMINION EXHIBITION

The Canadian Pacific Railway is offering the people living along its various lines of track unusual concessions so that everybody who so desires may attend Eastern Canada's greatest fair, the Dominion Exhibition, at St. John, N. B., September 5th to 15th, next. In this issue full particulars are given in an Exhibition advertisement dealing with excursions out of this territory. A close personal will convey much information. The national character of the St. John fair, its greatly increased area, the fact that it is the official fair of Canada for 1910 and that over \$10,000 has been set aside for spectacular amusement features all conduce to the tremendous success, and success

naturally means record breaking attendance. An information bureau in connection with the Exhibition Office has been established, at which a very long list of private, semi-private and public boarding and lodging houses and hotels is available for any person outside St. John who may desire a copy. The program of days at the big fair is as follows:

Saturday, September 3rd, Formal Opening Night.
Monday, September 5th, Labor and Press Day.
Tuesday, September 6th, Manufacturer's Day.
Wednesday, September 7th, Nova Scotia Day.
Thursday, September 8th, P. E. Island Day.
Friday, September 9th, Societies Day.
Saturday, September 10th, Home-comer's Day.
Monday, September 12th, Traveler's

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The Cause of Most Illness—The Cure, Enrich the Blood Supply.

Any illness caused by lack of blood will be benefited and cured by a course of treatment with Dr. Williams' Pink Pills. These Pills increase the red matter in the blood and enable it to carry to every organ and tissue an increased supply of oxygen, the great supporter of all organic life. This has been proved by cures in thousands of cases not only in Canada but in all parts of the world. More people today owe health and happiness to Dr. Williams' Pink Pills than to any other medicine. One of these is Mr. James Starr, of Galahad, Alta., who says: "A few years ago I became ill and very weak. Some days I would have a hot dry fever and on others would be bathed in a cold sweat. I grew weaker and weaker until I could do no kind of work and was finally confined to my bed. I tried several doctors, who cost me considerable money, but did me no good, as I was still getting weaker and weaker. I asked the last doctor who attended me to tell me frankly if he could cure me, and he told me my case was so complicated that he did not think he could help me. I told him I had heard a great deal about Dr. Williams' Pink Pills and asked if he thought they would help me. His reply was: 'Well, they won't do you any harm and they may help you.' I sent for a half dozen boxes at once and began taking them. After taking three boxes there was no doubt they were helping me, and I continued using them for some time longer. With the result that I am now as strong and hearty and can do as good a day's work as any man in my neighborhood."

These Pills are sold by all medicine dealers or may be had by mail at 50 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

NATURAL GAS FOUND NEAR FORT WILLIAM

Fort William, Aug. 18.—It is highly probable that the Grand Trunk Pacific Railway and the Board of Trade of Fort William will join forces to ascertain the extent and value of a natural gas deposit which has been discovered at the Grand Trunk Pacific terminals here.

The deposit was tapped two months ago by workmen who were sinking test holes, preparatory to the construction of the Grand Trunk Pacific roundhouse and machine shops. The strike was made in bedrock, sixty-five feet below the surface, and the pressure of escaping gas carried muck and drills thirty feet into the air. Two test holes were sunk and both tapped gas.

Mr. W. S. Jackson, who had the contract for clearing the property of brush, ignited both flows, and although the holes filled with water, the blaze burned freely above the surface.

The discovery attracted the attention of several gas experts, and the Grand Trunk Pacific has intimated that it will bear half the expense of the test. At the next meeting of the Board of Trade, President James Murphy will recommend that that body bear a portion of the cost of a systematic investigation.

Day.
Tuesday, September 13th, Farmers' Day.
Wednesday, September 14th, Children and Citizens' Day.
Thursday, September 15th, Get-Away Day.

Friend—Does your son profit by your example? Henpeck—Thunder, no. Why, he wants to get married.

GUIDE FOR TRAVELLERS

INTERCOLONIAL

DEPARTURES.

No. 303—Mixed for Loggieville, 5.00.
No. 317—Suburban for Gibson and Marysville, 6.15.
No. 321—Suburban for Gibson and Marysville, 11.15.
No. 323—Suburban for Gibson and Marysville, 16.20.
No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.
No. 327—Suburban for Gibson and Marysville, 18.40.
No. 329—Suburban for Gibson and Marysville, 22.00.

ARRIVALS

No. 306—Suburban from Marysville 7.45.
No. 302—Express from Loggieville, Chatham Junction 11.25.
No. 308—Suburban from Marysville 13.30.
No. 304—Mixed from Loggieville and Chatham Junction, 16.00.
No. 310—Suburban from Marysville 19.15.
No. 316—Suburban from Marysville 21.55.

CANADIAN PACIFIC

DEPARTURES

6.20 a.m.—Express for St. John, Portland, Boston, Woodstock, etc.
7.55 a.m.—Mixed for Woodstock and points North. Leaves St. Marys at 8.35.
9.45 a.m.—Express for St. John and points east.
4.45 p.m.—Mixed for Woodstock, via Gibson branch, Tuesdays, Thursdays and Saturdays.
5.50 p.m.—Express for Montreal, and Boston, Woodstock, St. Stephen etc.
9.05 p.m.—Express for St. John and points east.

ARRIVALS

9.10 a.m.—Express from St. John and points east.
11.20 a.m.—Mixed from Woodstock via Gibson branch, Tuesdays, Thursdays and Fridays.
11.35 a.m.—Express from Montreal, Boston, etc.
7.50 p.m.—Express from St. John, and points east.
9.05 p.m.—Mixed from Woodstock, and points North.
10.50 p.m.—Express from Boston, Portland, Woodstock, St. Stephen etc.

STAR LINE S. S. CO.

Steamer Victoria leaves for St. John every Monday, Wednesday and Friday at 8 o'clock a.m. Arrives on Tuesdays, Thursdays and Saturdays at 4.30 p.m.

ST. JOHN RIVER S. S. CO.

Steamer Elaine leaves for St. John every Tuesday, Thursday and Saturday at eight o'clock. Arrives every Monday, Wednesday and Friday at 4.30 p.m.

Steamer Hampstead leaves Fredericton every week day for Gagetown at 4 o'clock p.m. Arrives from Gagetown at 10.30 a.m.

Stage line for Meductic and point on western side of river leaves the post office Mondays, Wednesdays and Fridays at 7.30 a.m.

NOTICE

All persons having claims against the Estate of the late Honourable George F. Gregory are requested to file the same duly attested within ten days from this date, with L. B. F. B. Gregory, Fredericton, N. B., or with Messrs. Gregory & Winslow, Solicitors, Carleton St. All persons indebted to the said estate are requested to make payment to the Executors.

The Executors of said Estate offer for sale that desirable residential property on the corner of Church and George Streets, also the Perley property on George Street, and other real estate owned by the late Judge Gregory.

J. FRASER GREGORY,
FRANCIS B. GREGORY,
Executors.
Aug. 16th, 1910.

ANNUAL CONFERENCE

Seventh-day Adventists of Maritime Provinces

will be held in the S. D. A. Church, Fredericton, Aug. 18 to 23.

Reports for the EVANGELICAL EDUCATIONAL TEMPERANCE HOME AND FOREIGN MISSIONS YOUNG PEOPLE'S WORK

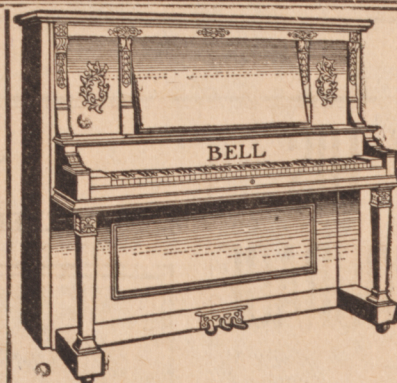
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WANTED—At the Mail Office a printer—an all round man preferred. Steady employment and good wages.

WANTED—Dress making including children's clothes and plain sewing. Done reasonable. Apply next door above dye works Queen St., city.

TO LET—Well appointed flat on King street on King street. All modern conveniences. Pleasant location. Apply at this office.

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FOR SALE.—Acetylene gas machine. Apply to
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FOR SALE

House, barn and lot in the Village of Stanley, next below Dr. Moore's residence; also one building lot in Stanley, and one house and two barns and lot in the Village of Gibson, known as the Ruel property, of four acres of land fronting the main river. This property is a good mill site as there is plenty of land and good shore for rafts of logs in the dry time in summer. Full information by calling on the owner on the premises, Gibson, B. McMennamin.

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NOTICE

All persons having claims against the estate of the late Mr. James R. Howie are requested to file the same duly attested before Sept. 1st, with Mrs. Jas. R. Howie Fredericton N. N. All persons indebted to the said Estate are requested to make payment to Mrs. Jas. R. Howie Waterloo Row, Fredericton or to Mr. T. C. Doherty, Carleton St. before Oct. 1.

DORINDA ANN HOWIE
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Fredericton, Aug. 18th, 1910.

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JAS. A. PATTEN HAS SOLD OUT OF STOCK EXCHANGE

New York, Aug. 19.—Jas. A. Patten the Chicago cotton and grain operator disdaining to talk of financial conditions said today that he was chiefly interested in University matters in Chicago and that the work was taking up most of his time. Mr. Patten was a passenger on the steamship Adriatic in today from Europe. He confirms the wireless report that he had sold his seat on the stock exchange.

"There is not any thing to make a fuss about in regard to the sale," said Mr. Patten, "I simply gave word before leaving this country that if the bid for the seat should go to \$70,000 the seat should be sold, well, when the bid reached that amount the seat was sold."

The man that stands by himself, the universe stands by him also.

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