

TRADES KILL MORE THAN WAR. Comparative Risks of Workmen and Soldiers.

Showing That the Average Workingman in the Execution of His Daily Work is in Greater Danger Than Many Soldiers.

It will come as a surprise to most people to learn that there are peaceful trades and occupations which demand, not only quite as much heroism as that now being called forth from our gallant soldiers in the field, but that in some of these the risk of casualties as severe, and even of death itself, is as great, and greater, than those our Tommies face in actual warfare.

Of course, it is the same qualities that shine out in our troops, a supreme disregard for danger where there is something to be accomplished, so characteristic of the Anglo-Saxon race, that enables our workers to run these industrial risks. But there is this difference, that while the risks our troops are called upon to face are inevitable, those which their brothers at home, with equal fortitude, confront, are not, and it behoves the Legislature to properly appreciate this fact.

But during the same period—the month of October—there were, according to the figures published in the Labor Gazette, no fewer than 348 workpeople killed, and 8,861 injured, figures, which appalling as they are, are not exceptional.

After the colliers, we come to the railway workers. Here, again, the mortality is fearfully high. At the last census, 465,012 persons were employed in carrying goods and passengers. Now, every railway accident has, by law, to be reported to the Board of Trade, and from these reports we find that of the 465,012 persons mentioned above, 443 were killed, 823 disabled, 67,000 temporarily disabled, owing to accidents sustained during employment.

Of these, the drivers, firemen, brakemen, and plate-layers are the greatest sufferers. For instance—of 7,092 shunters and brakemen, 35 per cent. during 1897 were killed. During the first session of 1898, Mr. Ritchie, the President of the Board of Trade, introduced a measure to stop this slaughter on the railways by compelling the companies to adopt automatic couplings. The railway interest in the House proved too strong for him, however. But it is certain that the scandal will not continue long.

One thing that these railway figures prove is that the "inherent risk" theory demanded more safety—and account for these casualties is a mere nostrum. In 1875 railway directors urged inherent risk as an excuse for the high mortality among passengers and railway workers. The passengers—i. e., the public—would not accept this theory, demanded more safety—and got it. The men have not yet been powerful enough to do so, but the moral is that the risk is only "inherent" when dividends are kept high at the cost of life and limb.

To go back to the shunters and brakemen, Mr. John Burns, M. P., whose work in connection with this subject has been not a little valuable, calculates that in twelve years, with a mean of 6,311 men employed, there have been killed and 4,465 injured. So that the odds are that in fourteen years every shunter and brakeman will be either killed or injured.

qualities are always going on, and big battles, fortunately, are of rare occurrence. During the ten months of the present year 3,426 workmen have been killed, and 66,441 injured—a larger total than the whole strength of our infantry in South Africa.



During the ten months of the present year, 3,426 workmen have been killed and 66,441 injured—a larger total than the whole strength of our infantry in South Africa.

But a feat nearly as difficult as any of the above—the building of the Blackwall Tunnel—cost fewer than ten lives, for the reason that the L.C.C. took special precautions, and the one obstacle to these precautions being always taken is merely the sordid one of profit.

Some trades are even more inhumanly dangerous than that of the railway workers or the miners. The slaughter among the dockers is terrible, and the wards of West Ham, Poplar, and London Hospitals are always full of these maimed heroes of industry. Either a rope gives way, or a plank slips, and the docker falls in the hold, or a crane, owing to defective gear, knocks him below.

Of late, there has been some slight improvement, for the last Factory Act passed, that of 1895, included these neglected toilers, and after some trouble, the Dockers' Union have succeeded in getting some of its provisions enforced.

SOME LUCKY DOGS. The largest sum ever paid for a dog collar was £553, which large sum was in 1896 paid by a wealthy nobleman for a gold band to encircle the neck of a valuable dog, upon which he is said to have spent altogether between £3,000 and £4,000.

THE BLACK WATCH CHARGED. The Black Watch charged and the Gordon's and the Seaforth's, with a yell that stirred the British camp beyond, rushed onward—onward to death or disaster. The accursed wires caught them round the legs until they foundered like trapped wolves and all the time the rifles of the foe sang the song of death in their ears.

MOST DARING HOLD-UP. Clerks in a Montreal Store confronted With Pistols—Robbers Get \$300 in Cash. A despatch from Montreal, says:—A most daring robbery was committed in one of the busiest thoroughfares of Montreal on Saturday night.

FIVE SUSPECTS ARRESTED. A despatch from Montreal says:—The Montreal detectives believe they have got hold of the men who committed the daring robbery in Strong's grocery store on Saturday night.

WAS A BLOODY BATTLE.

A REALISTIC ACCOUNT OF THE BATTLE OF MAGERSFONTEIN.

The Black Watch Caught in a Trap at Night Bravely Charged the Entrenched Boers—Examples of Gallantry and Heroism.

Our troops extended over many miles of country. Every move had to be made in full view of the enemy upon a level plane where a collic dog could not have hidden unperceived by those foemen hidden so securely behind impregnable ramparts.

During the night that followed, it was considered expedient that the Highland Brigade, about four thousand strong, under Gen. Wauchope, should get close enough to the lines of the foe to make it possible to charge the heights. At midnight the gallant but ill-fated General moved cautiously through the darkness toward the kopje where the Boers were most strongly entrenched.

ANIMAL BRAVERY. Dumb Beasts Who Have Saved Men's Lives. "Ship's ground!" shouted the mate, as the Harpooner crashed on to the rock of St. Shouts, off Newfoundland.

A little, fat, wheezy pug is hardly the ideal hero of a dog drama, but there is now living in Philadelphia a child who owes her life to her mother's pug dog. Little Ina Welch, when but a year old, got hold of a box of quinine pills, which had been carelessly left lying about.

THE EFFECT OF AN ENEMY OF SIX BATTERIES. The effect on an enemy of six batteries showering on them a hail of over 100,000 bullets a minute may well be conceived; and it is a little wonder that the Dervish hordes at Omdurman fled before such a tornado of destruction like grass before the scythe of a mower.

LET'S HELP EACH OTHER. Let's help each other on the road. For though the road be weary, Yet helping hands and loving hearts Go far to make it cheery.

WHY WOMEN HAVE RED NOSES. The prevalence of scarlet noses among women at this season is caused by wearing veils. The discoloration is most pronounced at those points where the veil is most intimately applied to the face.

There are more wrecks in the Baltic Sea than in any place in the world. The average is one a day throughout the year.

EVOLUTION OF THE SHRAPNEL.

Awful Destructive Force of a Single Shrapnel Shell—One Gun Fires Twelve Shells a Minute.

It seems more than a little strange that, in spite of all the boasted improvements in weapons of war, the deadliest of all instruments in use to-day was as familiar to our grandfathers and great-grandfathers in the earliest years of the century as to us.

Running from the base to the point of the shell is a tube filled with powder to connect the explosive charge in the base with the fuse which is placed in the head of the shell.

Before firing the shell the distance of the enemy is calculated and the fuse is cut down to such a length that the shell will explode at the precise fraction of a second when it can inflict most damage.

ONE SHELL 160 HITS. were scored, each hit in all probability representing a man's life; a second shell made 180 hits; and from a third shell no fewer than 220 out of its 250 bullets found billets on the screen.

Each gun is capable of firing a shell every five seconds, or twelve shells a minute; and as each shell has on an average 250 bullets, a single gun can deluge the enemy with 3,000 bullets a minute, or 45,000 bullets in a quarter of an hour.

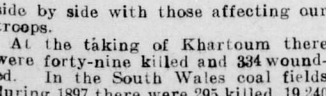
There are more wrecks in the Baltic Sea than in any place in the world. The average is one a day throughout the year.

There are more wrecks in the Baltic Sea than in any place in the world. The average is one a day throughout the year.

There are more wrecks in the Baltic Sea than in any place in the world. The average is one a day throughout the year.

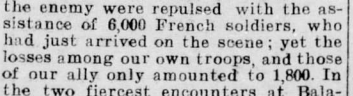
There are more wrecks in the Baltic Sea than in any place in the world. The average is one a day throughout the year.

Vertical advertisement on the left margin containing various notices and small text fragments.



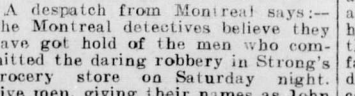
During October trade killed 348 men and injured 8,861. During the same period in the South Africa killed 3,426 workmen and injured 66,441.

side by side with those affecting our troops. At the taking of Khartoum there were forty-nine killed and 334 wounded.



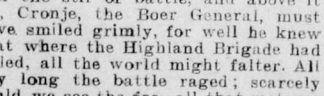
During October trade killed 348 men and injured 8,861. During the same period in the South Africa killed 3,426 workmen and injured 66,441.

At the taking of Khartoum there were forty-nine killed and 334 wounded. In the South Wales coal fields during 1897 there were 295 killed, 19,240 wounded, and many more permanently disabled.



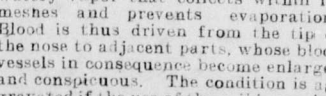
During October trade killed 348 men and injured 8,861. During the same period in the South Africa killed 3,426 workmen and injured 66,441.

At the taking of Khartoum there were forty-nine killed and 334 wounded. In the South Wales coal fields during 1897 there were 295 killed, 19,240 wounded, and many more permanently disabled.



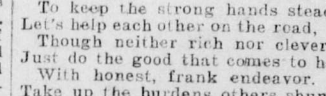
During October trade killed 348 men and injured 8,861. During the same period in the South Africa killed 3,426 workmen and injured 66,441.

At the taking of Khartoum there were forty-nine killed and 334 wounded. In the South Wales coal fields during 1897 there were 295 killed, 19,240 wounded, and many more permanently disabled.



During October trade killed 348 men and injured 8,861. During the same period in the South Africa killed 3,426 workmen and injured 66,441.

At the taking of Khartoum there were forty-nine killed and 334 wounded. In the South Wales coal fields during 1897 there were 295 killed, 19,240 wounded, and many more permanently disabled.



During October trade killed 348 men and injured 8,861. During the same period in the South Africa killed 3,426 workmen and injured 66,441.

At the taking of Khartoum there were forty-nine killed and 334 wounded. In the South Wales coal fields during 1897 there were 295 killed, 19,240 wounded, and many more permanently disabled.



During October trade killed 348 men and injured 8,861. During the same period in the South Africa killed 3,426 workmen and injured 66,441.

At the taking of Khartoum there were forty-nine killed and 334 wounded. In the South Wales coal fields during 1897 there were 295 killed, 19,240 wounded, and many more permanently disabled.