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ORDERS ISSUED TO RECRUIT ARMY 250,000 IN CANADA

BLASTING WAY TO TAKE WITH BRITISH ARTILLERY

Way Heavy Guns followed up and cleared road for Infantry one of striking features of the great Champagne offensive—The famous 75's of French almost human.

The following despatch has been received from Mr. H. Warner Allen, representative of the British Press with the French army:

The important news of the capture of the village and hill of Tahure has given general satisfaction, as it implies the fall of a really important and extremely powerful fortress in the German second line. As in the previous attacks, the field and heavy artillery prepared the way for the assault and enabled the French infantry to get to close grips with the enemy.

Two days ago I had the opportunity of witnessing a portion of that "solide preparation par le canon," as the communiqué calls it, which led up to the capture of these positions. We were scrambling, as best we could, over what remained of the captured German trenches, which, torn and shattered by French shell, were a vivid example of the devastation that these same shells were working a mile or two ahead on the second German line trenches.

The air was quivering incessantly with the noise of guns; sometimes each individual shot would be lost in a general deafening roar, and sometimes the sound would lull a little, so that one could distinguish its component parts. The line of the German trenches where they lay by the village of Tahure was marked by great columns of white smoke that slowly drifted eastward. The French in the advanced lines were making liberal use of aerial torpedoes, which carry a heavy charge of explosives. These torpedoes had played no small part in destroying the German underground fortresses over which we were walking.

Artillery's Fine Work.

One of the most striking features of the great advance in Champagne was the magnificent fashion in which the field artillery kept up with the onrush of the infantry. As the infantry swept over the German trenches the 75's came out of the holes in which they had been buried for months, and in a few minutes were galloping over the ground which their shells had torn up so thoroughly, crossing the trenches on bridges of fir trunks which had been prepared for the purpose, and taking up their positions ever nearer the enemy.

For a time then the French 75's pounded away over the infantry's heads from positions exposed and uncoincided. Then, when the enemy had suddenly fallen back on his second line of defence, the artillery had once again to take to earth. When I was there, calissons were still trotting up over the open ground, bringing up the ammunition that before had to pass through the congested communication trenches, but nearly all the batteries had disappeared in shelters carefully contrived beneath the ground. Here and there artillerymen were at work concealing their pieces from the discovery by a hostile aeroplane.

At the edge of the poor mangled woods the shock of the angry detonations made the shattered branches rattle on their brown naked trunks like the rays of the setting sun on a distant windmill, and a second or two later the sharp reports would float down the wind, but these flashes were all that the eye could perceive of the incessant cannonade.

War of Machines

With the 75's, perhaps, one does not fully realize that the present war is a war of machines. There is something human about them, and they do not utterly dwarf the men who are serving them. It is when one comes to the heavy artillery that the human element seems—though, of course, quite erroneously—to be non-existent. Throughout the fighting in Champagne the heavy guns have played an all-important part. Guided by the all-seeing aeroplanes, they have wrecked ammunition and store depots and railway lines far away in the German rear, spreading confusion and depriving the front trenches of reinforcements in men and munitions. So effective was their fire that in several cases prisoners were taken who for forty-eight hours had received no fresh supplies of provisions or ammunition.

We came upon the heavy guns that were bombarding the trenches near Tahure behind a precipitous hill, over which their projectiles were flying with a portentous din. The bombardment was not yet at its height, and some of the pieces were resting, covered over with tarpaulins, which

straggled over the ground as if they were covering gigantic spiders. Others were at work; a battery or two of long Rimalho 165's (4.1 inch) and 155's (6.1 inch), looking very tall and smart and deadly as they made the ground quiver with their salvoes. The Rimalho is in appearance a gentleman in comparison with the 220 (8.6 inch) howitzers, evil black machines, as uncanny and inhuman as Mr. Wells' Martians, which seemed to be hurling their projectiles vertically upwards. The 220's were hard at work, and after the other in steady succession they vomited out fire and smoke like dwarfed, misshapen dragons.

In a Lair of Its Own

But of all these hideous engines, the most hideous and most unnatural was the enormous howitzer. It stood apart from all the lesser monsters in a lair of its own, and it seemed to move of its own volition. One scarcely noticed the men around it, so insignificant did they seem. When we first saw it, it was lying flat like some prehistoric monster waiting for its prey. With the aid of pulleys and a trolley the huge projectile was hauled towards its breach. Then, when the breach was closed, it seemed to wake up, and without any visible human agency it raised its nose over the edge of the pit in which it lived. It moved slowly upwards until one could have sworn that it was gazing intently into the clouds above the steep hillside before it. The men who had been ministering to it hastily ran aside, and left a respectful distance between themselves and the monster. The non-commissioned officer who was to fire the great howitzer, as he stood back on the hillside, seemed no more important than its humblest slave.

There was a silence. Instinctively one stopped one's ears. There was a great roar, a sheet of flame, and a thin mist of fiercely driven smoke. Everything in the valley shook and trembled, while a hut covered with a tarpaulin collapsed entirely, as with a well-bellowing the huge shell tore through the air on its way towards the enemy.

Then quietly the gun lowered its nose again, and sank back into its pit with a dignified swagger that seemed to say that there was no reason to make any fuss about the matter. An officer who was standing by me remarked, "It is just as if it had blown out a pug of tobacco smoke, and could not think why anybody should be excited about it."

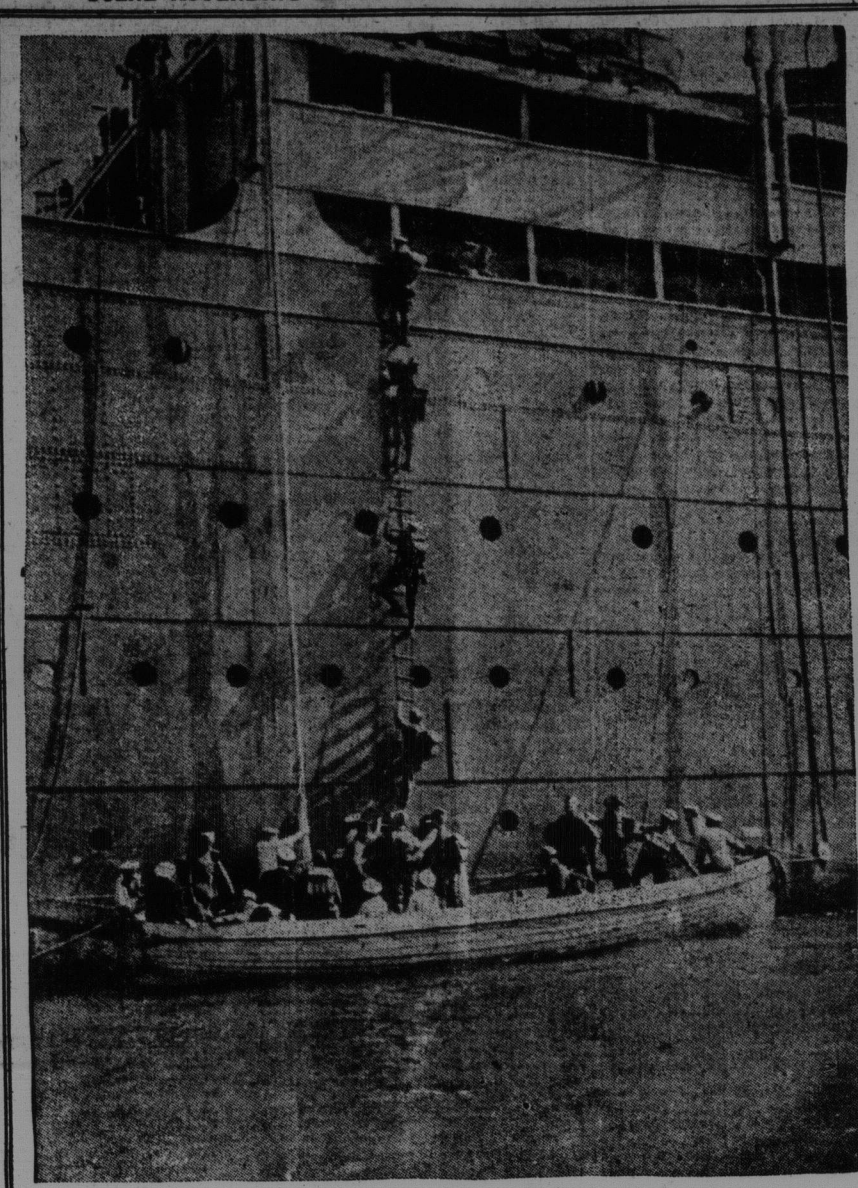
NO REPLY TO AUSTRIAN NOTE TO U.S. LIKELY

Washington, Oct. 29.—The text of Austria's second note to the United States on munitions shipments to the Allies has been received at the State Department. It conforms to cabled summaries, and will not be given out for publication here. It is not probable that a reply will be sent, as officials consider the tenor of the communication indicates Austria does not expect one.

KAISER IN BELGIUM WHEN BRITISH NURSE WAS EXECUTED

London, Oct. 29.—The Daily Mail correspondent at the Hague stated on the authority of a retired German diplomat that on the day Miss Cavell, the British nurse, was executed, the Kaiser was in Belgium, and was easily accessible either by the governor-general or the military commander.

SCENE ATTENDING LANDING OF BRITISH FORCES IN GREECE



COMING DOWN A ROPE LADDER FROM A BRITISH TRANSPORT.

The landing of an allied force in Greece has concentrated attention upon English transports and forces generally in the Aegean. This picture shows some of the men of the British army, with their kits on their backs, descending a rope ladder with wooden rungs.

"Safety First" Robs Death of a Large Number of Victims

With the development of the movement the death rate has been substantially decreased and number of accidents cut down—J. E. Long, Safety Engineer, gives practical advice and shows benefits of the movement.

The following extracts from remarks made by J. E. Long, safety engineer at the general meeting of the Intercolonial and Prince Edward Island Railways Employees Relief and Insurance Association held at Moncton recently:

"At this time when the call is for men, more men and still more men, we should conserve our supply by doing what is possible to eliminate the tremendous waste of the lives for which industry has been responsible in the past. I say waste advisedly, because during the past five years there have been almost one hundred and twenty-five thousand men killed and over one million men seriously injured in the industries of Canada and the United States. This is our contribution to progress and civilization in the battle of industry. A great deal of this record is preventable by carefulness, education, proper methods and safeguards. Safety first would have and could have lessened this grim contribution by at least sixty per cent. and the pity of it is that unless we do our level best to stem this awful tide, it will go on and on and on.

"This is an age of conservation. In this country as well as in most countries we have a Conservation Commission composed of men who are experts in the science of conserving our natural resources, but I believe that these commissions have made very little, if any effort to conserve the most important natural resource of any country, that and that is man.

"In fact, until about four years ago, if any effort to conserve the most important natural resource of any country, that and that is man.

The Genesis of the Movement.

"Mr. R. C. Richards, general claims attorney of the Chicago and North Western Railroad Company, who is now known as the father of safety on this continent, conceived the idea that by a campaign of organized safety work he could prevent a great number of the so-called avoidable accidents. Results of this experiment were so surprising that within a few months the Safety First Movement spread rapidly and a great many other railways took up the work.

"Most of you will recall that this work was started on the government railways in January, 1914. I believe that our general manager was responsible for starting it, and I know that the active and unfailing support he has given it from its inception has contributed in no small measure to its success. I well remember my first meeting with Mr. Grellett at which time Safety First was discussed, and he said that if this work would save the life or limb of one employee of these railways, he would feel that something really worth while would have been accomplished.

"During May, 1914, twelve safety committees were organized, composed as you undoubtedly know, of officers and employees, who as they go about their regular duties, watch out for unsafe conditions and practices, either correcting them or reporting them for correction. The committees meet once every month.

"From May, 1914, up to and including August, 1915, these committees have reported the correction of 4,029 unsafe conditions and warned against 1,558 unsafe practices.

"A majority of these corrections were the so-called little things which the members personally corrected on the spot because it has been found that these small little things many times cause serious injury.

"The large portion of the credit for what has been accomplished is due to the members of these committees and to the other careful employees, for without their co-operation and support accident prevention work cannot succeed.

Primarily an Employees Movement. It is primarily an employees movement because they reap the benefits that accrue from it, for usually it is not the officers who are injured, but the employees, and it is the employees and their families who suffer when a serious or fatal accident occurs.

"In addition to what the members individually corrected there were a large number of unsafe conditions reported which were corrected by the officers; low wires have been raised; poles, buildings and tracks have been moved to provide sufficient clearance; switch stands have been lowered or moved for the same reason; better lighting facilities have been provided; guards have been placed on dangerous machines, and a great many other corrections have been made which might not have been made but for the Safety Movement.

"I have found the officers ready to make reasonable corrections when unsafe conditions were reported, but without Safety First they would not have been reported and might not have been noticed; the officers cannot find everything you know, particularly when they have a large territory to cover.

"No man has more than two eyes, or can be in more than one place at the same time. We have proceeded on the theory that many hands and eyes make light work.

"You might ask what are all these corrections costing? We are not counting the cost. Safety First is not a question of dollars and cents; it is a question of saving human lives and limbs, the most valuable things in this world; for when once lost they cannot be replaced.

I would like to ask each man present here today to correct, or report for correction unsafe practices and conditions that come to his notice. If you have been guilty of unsafe practices, or of overlooking unsafe conditions, turn over a new leaf and start today to do those things which your

THE DOMINION HAS SENT 101,500 MEN OVERSEAS

Government Authorizes Increase of Canada's Army to 250,000 in Response to King's Appeal—Number of Men Already Enlisted 173,000.

SPECIAL TO THE STANDARD

Ottawa, Oct. 29.—In response to the appeal of King George for more men and still more men the government today authorized the increase of Canadian overseas army from 150,000 men to 250,000 men. Although the authorization until today has only been for 150,000 there have actually been enlisted some 173,000 men and this force is growing from day to day in ever faster recruiting numbers. The authorization for the 150,000 men was given on July 6th and the number has long since been exceeded.

An official statement made by the government today is that 101,500 troops have already crossed the Atlantic, while 71,500 men are training at various points throughout the Dominion. Of the troops that have left Canada one battalion has gone to Bermuda and about half a battalion to St. Lucia. It is anticipated that the extra troops authorized will be recruited shortly, and it is believed that in the course of a few months a further authorization will be issued. A quarter of a million men is one in every thirty-two of the total population of Canada. The total troops called for in the Spanish-American war was 215,000, of which 60,000 was utilized.

BEGIN RECRUITING AT ONCE.

It is believed that the Prime Minister on his return from England two months ago fully intended to increase the number of the Canadian troops to a very considerable extent but that before the government took any action such as that announced tonight, he desired an assurance that public opinion throughout the Dominion would support such a course, and also that the equipment of the proposed additional troops could be guaranteed. There has been evidence of late that the country will most heartily endorse the increasing of the Canadian army to 250,000 men, and it is believed that the arms and equipment can be provided in time. Active recruiting will be undertaken at once to enlist the additional number of men to help secure victory and an enduring peace.

Although many Canadians will still feel that this Dominion will be doing no more than her duty or her share in the titanic struggle, it will be a great achievement to raise and equip 250,000 officers and men. There remains 77,000 more men to be recruited to make up the 250,000. New battalions that have been authorized in the last few weeks will provide about one third of this number, and it is confidently believed here that there will be no difficulty in securing the rest.

own good judgment tells you are safe and best for yourselves, your families and fellow employees. Don't take unnecessary chances; there are enough chances in your work at best. Talk to your fellow employees at work in the shops, in the yards, on the road, in the switch shanties, in the lodge rooms and impress upon them the danger of taking unnecessary chances. It is your right and duty to do this, for you may be injured tomorrow as a result of some careless act on the part of some fellow employee. It is not always the careless man who suffers; many times his acts cause serious injury or death to the careful employee.

"You all know the chance takers—the men who do not go back to flag—the men who run by signals—the men who leave cars on side tracks too close to clear—the men who leave their freight and baggage scattered all over the platform for passengers and employees to fall over—the men who do not put out blue flags when under cars or engines, repairing or inspecting same—the men who use defective tools and jacks—the men who kick draw bars over—the men who go between moving cars—who get on engines coming towards them—and do all kinds of careless, thoughtless things that make cripples, widows and orphans, but rather than say anything to them we take the risk of being killed or injured by their carelessness.

Personal Responsibility. Why not change this policy and get after these chance takers and teach them to be careful before someone is injured or killed. Remember this "someone" might be you! The usual excuse of the chance taker is that it saves time, but the officers of the railway you work for don't want you to save time by taking such risks. Besides, in the long run, it is questionable if any time is actually saved, especially when you take into consideration the time lost attending to the injured and picking up the dead. The way of the transgressor is hard, and this applies just as truly to those who transgress the safety laws as to those who transgress other laws.

The results of the work done by the employees of these railways are apparent in the death and injury record. During the four years from 1910 to 1913, both inclusive, there was an average of 17 employees killed on duty each year.

From January 1st, 1914, to and including September of this year, a total of 21 months, we find that there were 13 employees killed and 834 employees injured. Taking as a basis of comparison the months of the year 1913, the last year previous to the adoption of Safety First, we find that for a period of 21 months there were 34 employees killed and 1,180 injured, which makes a decrease of 21 fewer employees killed and 346 fewer employees injured since "Safety First" became our motto.

Gentlemen, these are the figures; think them over and draw your own conclusions. "Some of you may well be proud, as it is through your efforts that the number of injuries and deaths have not been larger. Others may regret a lack of that interest on their part whereby some of the injuries and deaths which have occurred, might have been prevented. It is strictly up to you, employees, to reduce these accidents, as it concerns vitally you and your families.

It is the human price of railways that we must keep in mind. Let us not attempt to shirk our duty, for none of us can. The conditions are here and we must meet them, but let each and every one of us use the means of accident prevention that are at hand. Don't be swayed from your purpose, because in the end it means less sorrow and suffering as well as greater contentment and happiness. Let us leave here with this thought indelibly impressed on our minds: We will play safe, first, last and always, clear through to the end, and do our best to wipe out the past record of injuries and deaths.

What Government Report Shows.

Special to The Standard.

Ottawa, Oct. 29.—Very important and gratifying results from the adoption of the "Safety First" policy on the government railways are shown in a report issued today.

During the four years from 1910 to 1913 inclusive, there was an average of 17 employees killed on duty each year. The safety first movement has been in effect for 21 months. For the 21 months period prior to the adoption of safety first principles, 34 employees were killed and 1,180 injured on Canadian government railways, while from January 1st, 1914, to the end of September, 1915, (a total of 21 months) there were but 13 employees killed and 834 injured. Thus, with a largely increased mileage during a portion of the time, the safety first movement has apparently resulted in 21 fewer employees killed and 346 fewer employees injured.

The district terminal and shop committees of the safety first movement on government railways, from their organization in May, 1914, to and including the month of August, 1915, have reported the correction of 4,029 unsafe conditions and warned against 1,558 unsafe practices; this has been a potent factor in reducing the number of accidents.