

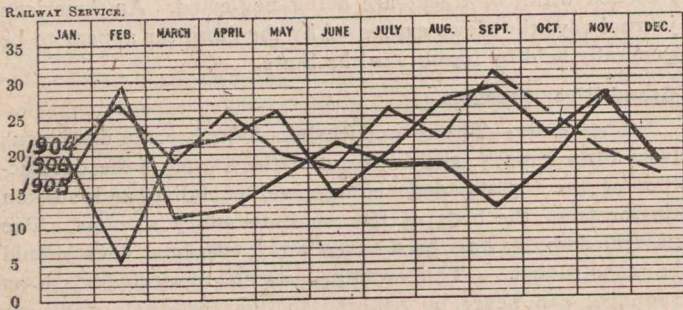
INDUSTRIAL ACCIDENTS.

The industrial accidents in Canada for the calendar year 1906 as recorded in the Department of Labor show a considerable increase over the number for the preceding year, this being presumably chiefly as a natural consequence of the increased industrial activity during the period indicated, but possibly in part also to a more complete record. The total number of fatalities for 1906, of which a record was obtained, was 1,107, as compared with 931 over the year 1905, an increase of nearly 20 per cent. The non-fatal accidents resulting in permanent impairment of industrial efficiency occasioned by loss of limb or other permanent injury, for the corresponding periods respectively showed also a considerable increase for the later year, but not in the same ratio, the figures being 2,745 for 1906 as against 2,414 for 1905.

It will be seen from an investigation of the accompanying tables of diagrams that the industry entailing the largest number of fatalities is that denoted as railway service, which accounts for 252 deaths during the year, almost a fourth of the total of 1,107; these fatalities, it must be understood, relate only to those incurred in the performance of service in connection with the railways and do not include fatalities to passengers carried or to persons killed when walking or trespassing on the roads.

Railroad Accidents in Britain and Canada.

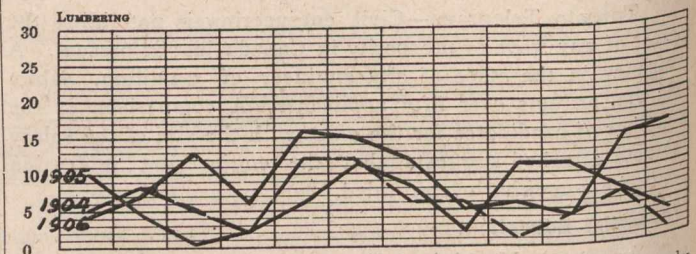
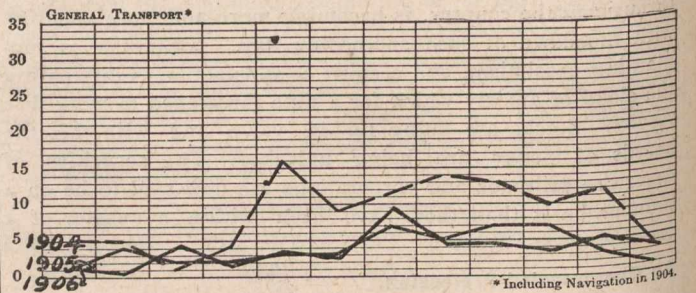
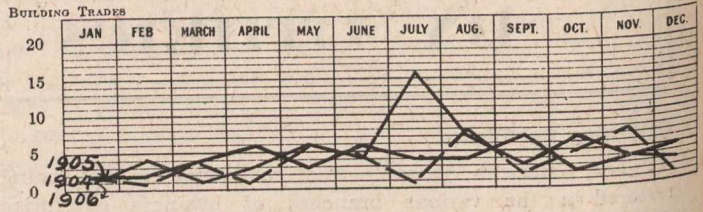
It may be interesting to glance for a moment at a similar class of accidents in Great Britain and the United States. In the former country the number of employees officially recorded as killed during the year 1904 was 399, while in the United States according to the report of the Inter-State Commerce Commission, during the year ending June 30th, 1905, no fewer than 3,361 fatalities were recorded. Considering the number of fatalities in connection with the population of these



countries respectively, Canada would appear to be at a disadvantage compared with Great Britain where the fatalities to railway men were about 60 per cent. higher only, though the population is seven times that of Canada; while on the other hand Great Britain's record compares most favorably on the same basis with that of the United States, with a population twice that of Great Britain, the fatalities to railway men are nine times those of the smaller country. A truer test, however, of the relative degree of fatalities in the three countries respectively is found in the railway mileage as compared with the number of such fatalities in each case. In Canada, for instance, a railway system of 20,000 miles represents 252 deaths to employees; in Great Britain a railway system of 23,300 miles represents 399 deaths to employees; and in the United States a railway system of 212,349 miles represents 3,361 deaths to employees. The comparison on the whole is not therefore at first sight to the disadvantage of Canada, especially with regard to the United States, but in the case of Great Britain it must further be remembered that the traffic on its railways is necessarily of vastly greater density than

that on the railways of Canada, so that of the three countries Great Britain would appear to make the best showing.

Compared with the building trade, general transportation, lumbering and railroading is a very dangerous occupa-



tion. The maximum in these three occupations scarcely reaching the minimum number in railroading.

A study of the curves does not seem to allow of any general conclusions. In the railway service in two years, February and September were the dangerous months, while in 1906 these were the safe months.

Among lumbermen, May is in all three years a dangerous month, doubtless due to the fatalities on the drives.

A considerable aggregate of work has been completed for this opening of navigation by the Polson Iron Works, Toronto. They have just completed a speedy stern-wheel packet, 225 feet long by 40 feet beam, for the Hudson Bay Company, for use on the Yukon River. One of a similar kind and dimensions has been built for the Grand Trunk Pacific for river service (light draft), but is not yet in commission. It will be used in British Columbia. The Polson Works have also erected for the Government a steamer at New Westminster, B.C., to be launched this week. They are building a 5 cubic yard dipper dredge. The city yard has just finished a 15-inch suction dredge for the corporation of Toronto. Last month they delivered to the C.P.R. a car ferry boat to be used between Prescott and Ogdensburg.

Among their present contracts is to supply the machinery for two large and powerful tugs to be used on the Kootenay Lakes, where cars are loaded on scows for transport from Proctor to Nelson.

MINERAL CANADA.

Canada as a mineral country has staked a big claim on attention. Below is a record, since 1891, of the value of Canadian mineral production:—

	1891.	1901.	1904.	1905.	1906.	1907.
	\$	\$	\$	\$	\$	\$
Mineral Production—To December 31st.	18,976,616	65,804,611	60,073,897	69,525,170	80,000,048	86,183,479
Metallic Minerals—	5,421,659	41,939,500	30,924,897	37,400,204	42,979,629	42,434,087
Copper	1,149,598	6,096,581	5,306,635	7,497,660	10,994,095	11,478,644
Gold	930,614	24,128,503	16,462,517	14,610,395	12,023,932	8,264,765
Iron ore (exports)	142,005	392,582	174,000	175,500	149,177	45,907
" pig from Canadian ore		1,212,113	1,007,864	1,032,116	1,724,400	1,982,307
Lead	3,857	2,249,387	1,617,221	2,676,632	3,066,094	2,532,830
Nickel	2,775,976	4,594,523	4,219,153	7,550,526	8,948,834	9,535,407
Silver	409,549	3,265,354	2,047,095	3,617,675	5,723,097	8,329,221
Non-Metallic Minerals—	13,304,957	23,565,111	28,849,000	31,824,966	37,020,419	43,749,390
Asbestos	999,878	1,259,759	1,226,352	1,503,259	1,988,108	2,505,043
Cement	101,561	660,030	1,338,239	1,924,014	3,170,859	3,378,871
Coal	7,019,425	12,699,243	16,592,231	17,520,263	19,945,032	24,560,238
Coke	175,592					
Petroleum	1,010,211	1,008,275	935,895	856,028	761,760	1,057,088