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A Lesson to Prosecutors. The prosecution of one of the conductors of the Toronto Street Railway on a charge of robbing the fare box has resulted in a verdict of "not guilty." The Company has a number of ex-conductors in custody on the same charge. These men were accused of opening the slit into the boxes by means of a steel instrument called a "digger," made like a pair of pincers. The main evidence against the man who has been acquitted was given by a Pinkerton detective who was employed as a conductor by the Toronto Street Railway Company, in order to watch the men under suspicion of robbing fare boxes. That these boxes were being robbed is unquestionable, but the evidence of the detective was disbelieved by the jury as his character came out very badly under cross-examination. It is believed by many in Toronto that the Street Railway conductors were initiated into this crime by the Pinkerton detective and by him were supplied with "diggers." His proceedings were highly repulsive to all who disapprove of evidence being obtained by trickery, by deceit, by downright falsehood, or by crime. It is most unfortunate that the prosecution relied upon one witness whose own conduct was highly suspicious, if not actually criminal, for, if the conductors were innocent they have been subjected to a cruel ordeal, and, if guilty the Company has been robbed extensively and the principal thief set free. It would be easy to construct a fare box that could not be robbed so easily as those were at Toronto by a bit of bent steel.

The Accident Census. Deaths from accident are stated by the Census officials, Washington, to have been 57,513 in 1900, 43,414 males and 14,099 females. The percentage of deaths from accidents is 5.76, which is more than ten years ago. The "Insurance Press" in giving details from the accident Census says: "An inspection of the census tables showing causes of death brings out the fact that a person is more liable to

meet death by accident injuries than by any other single cause except consumption, pneumonia or heart disease. (The latter term, however, is vague and unreliable.) A person is twice as liable to die from accident as from old age. Typhoid fever, cancer, apoplexy inflammation of the brain and meningitis, paralysis, diphtheria, diseases of the stomach, liver and brain, all these are slight menaces to life compared with the accident hazard. If, as seems not unreasonable, a person is liable to die of any disabling accident that happens to him, what is to be said concerning the 11,000,000 accidents that happen every year? It seems to be true that a person is 100 times more liable to "catch" an accident than a fatal case of consumption or pneumonia, and about 1,000 times more liable to "catch" an accident than a fatal case of liver disease.

The average age of death from accident is 33.5; the risk of accident is highest among persons 45 years and over. There are 30,000 non fatal accidents occur every day, the probability that a person will meet with some disabling injury within a year is about eleven times greater than the chance of his death from any and all causes during the same period!

The St. Lawrence Defended. Sir Alfred Jones, on behalf of Messrs. Elder Dempster & Co., the eminent ship owners, recently addressed a letter to the Minister of Marine respecting the St. Lawrence route, its alleged dangers and its needed improvements. He wrote as follows;

"The underwriters say we are in more risky navigation than the northern ports of United States, but it is a fact nevertheless that we have completed during the last 3 years 80 voyages from Canada without a mishap. We are, therefore, indignant that our ships should be charged such high rates compared with those of steamship lines to American ports."

Sir Alfred proceeds to point out certain improvements