

The Most Dangerous Thing in the World

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What is the most dangerous thing in the world?
 If you happen to be visiting in New York, the chances in ten you will say dynamite or aeroplane. If you are a manufacturer or mill man you will say buzzsaw or flywheel. If you are familiar with insurance matters you will say the bit of fruit skin on the sidewalk or the falling brick. If you are a farmer you will say grade crossing. If you are a woman of the home loyng type you will say pistol or snake or sailboat. If you are an observant business woman you will say the revolving door or slippery pavement or, frankly, the suspicious dinner. If you are a physician you will say the public drinking cup or the corn razor. If you are an old lady you will say the automobile in the hands of the joy rider. If you are an old gentleman you will say the loose rug on the parquet floor. And you are all wrong. You might just as well have said pitonitic friendship, or a flyer in Wall street, or the bunny bug dance, or the Black Hand, or widows. The most dangerous thing in the world is a ladder.

The Slippery Ladder is the Direct Cause of 200,000 Accidents and 6,000 Deaths Annually in the United States. Devices to Make It Reasonably Safe.

But it takes years to get a national start toward accident prevention, especially where accidents are regarded as quite unimportant. It takes a good many years to educate workmen and employers to see the truths of their mutual relationship. Our American people are stupidly slow in encouraging and supporting disinterested efforts for their own protection and betterment.

The recently established American Museum of Safety, located in the Engineers' Building, New York city, is a most praiseworthy attempt to incorporate into our civic life ideas which have been worked out with tremendous success in foreign countries for the past quarter of a century. It deserves the support of every public spirited citizen, whether employer or employe, for its work is a service to both. Only by utilizing the experience of older countries can our own hope to catch up to them, and in these important matters of industrial safety, hygiene, and civic progress we are years behind our foreign friends.

Designs of Safety Ladders.

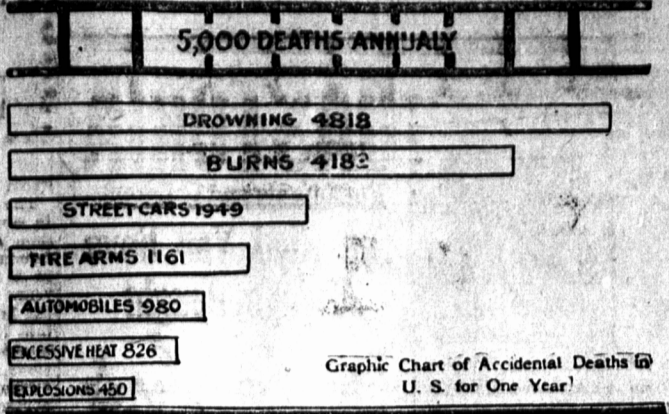
All the world except America knows that dangerous things ought to be painted bright red, and has done so. If that idea becomes general here, as it should, Mars will think we are suffering from a national hemorrhage, for we have something like five million ladders in this country which ought to be labeled dangerous with the fiery color. That's the first step in sterilizing a ladder.

Most of the ladder accidents come from slipping feet; so the safety experts have devised feet which will not slip. One shown at the Museum of Safety is a copy of the German idea, having basswood shoes to create friction, fastened on the feet of the ladder. Where the ladder is to be used on concrete or cement floors a friction sole of sing is substituted for the wood sole. This ladder is so safe from slipping that photographs of it are shown in which it is slanted at an angle of ninety degrees with a man at the top rung. The only criticism of it is that the attachment of the shoes may cause increase of lateral shakiness.

Two other excellent patterns of safety ladders are in use abroad. One has a shoe into the bottom of which are set small spikes, and the other has a rubber disc set into the shoe. But here again the criticism of a tendency to cause shakiness at the foot of the ladder is made by the inventive Yankee. Clever patterns of safety ladders are welcomed by the Museum of Safety, and there is reason to believe that such an invention would make one of the biggest commercial successes of history.

There are something like two patents a day registered at the Patent Office in Washington, having to do with ladders, and the most inventive people of the world ought not to have to import safety devices. A very simple and thoroughly effective method of making almost any ladder reasonably safe from slipping is to cut a section of rubber hose into short lengths and securely fasten these pieces "lengthwise" over the full area of the feet of the ladder. Such a device will not scratch even the finest floor, and is probably the cheapest insurance so far discovered by man.

For outdoor use, similar pieces of emery cloth or a section of the spiked metal known as "cat tappers" are excellent. It is a good plan to cover the upper ends of the ladder with sections of rubber hose, too, for a "great proportion" of the accidents caused by ladders are due to the slipping of the top of the ladder where it has leaned against some support. And all ladders used out of doors, or for safety emergency purposes, or for access to gutters or roofs, ought to be equipped with hooks at the top



struggling with the meaning of the word this amount more than \$40,000,000 is charged to the account of the ladder. Plate to every householder as well as to every employer of labor. In March, 1910, the House of Lords of England decided that a workman tightening up an ordinary nut with an ordinary wrench, from which exertion he ruptured a blood vessel, could recover damages or compensation, even although it was shown that he was a sufferer from a heart affection. The Court of Appeals in New York State has decided that personal injury by shock received in the course of employment. Employers are even held to be liable for infection from materials handled in the ordinary course of employment. The ladder, then, may be and probably has been one of the most expensive and controversial things which the administration of law ever has discovered. It ought to be muzzled and sterilized, and chained to do the useful bidding of man, not to

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the most dangerous occupations in the world. The American farmer, of whom there are something more than 10,000,000, is much more liable to accidents than his German cousin, for he is often a pioneer clearing the forests, building houses and cellars, doing mason work and carpentering and roofing and odd jobs of all kinds. France, Austria, Great Britain and Australia tell much the same story concerning the ladder, but, as usual, the figures in America lead the world.

Yankees Lead in Accidents.

Wherever there is a competitive showing the American manages to get close to the top, whether it be deaths by ladders or pie eating. The American beats the world for accidents. We have anywhere from two to ten times as many as any other civilized country on the globe, and the rate is increasing so fast that the statisticians almost doubt the accuracy of their own proven figures.

We have in the United States twice as many accidents, proportionately to the population, as occurs in Great Britain, in almost every line of occupation. On our railroads we kill three times as many and injure five times as many as Great Britain. We kill two and one-half times as many and injure five times as many as Germany. We kill three times as many and injure five times as many as Austria-Hungary. And we are proud of it, instead of being ashamed of it.

The Economic Loss.

The economic loss occasioned by accidents for which the ladder is directly responsible almost passes belief. Mr. Frederick L. Hoffman, probably the leading life insurance statistician of the United States, estimates that the net economic gain to society from the life of a male wage earner in the mechanical or manufacturing industries averages \$300 per year, his normal period of individual activity extending from fifteen to sixty-five. On the basis which Mr. Hoffman approves, but reducing the value of the individual one-third, we have \$200,000,000 as the annual economic loss in the United States occasioned by fatalities for which the ladder is responsible. But there must be added to this the loss through non-fatal accidents, in which the economic non-productivity of the man, as well as the cost of maintaining him during the period of convalescence, reach a total of something over \$200,000,000. No account is here made of the economic loss by men who are recovering from illness and injury. Millions of men return to work before they are able to do that work justice.

Professor Seager, of Columbia University, one of the leading statisticians in such matters, estimates that the annual economic loss to this country due to fatal and non-fatal accidents is \$250,000,000. Of these, 80 per cent are non-fatal accidents.

bill which accidents create. "Prevention a beneficence; compensation an apology" is the splendid sentence of Dr. W. H. Tolman, of the Museum of Safety, which fairly sums up the broader view now being taken by progressive economists everywhere.

Gladstone said it was the function of government to make it hard to do wrong and easy to do right. It is the function of honorable business to make it hard to get hurt and easy to be safe. Lord Herschell recently epitomized the situation when he said in the British Parliament that the employer was bound in common law to carry on his business so as not to expose workmen to unreasonable risks. The Code Napoleon, that wonderfully omniscient national statement of personal rights, said just about the same thing long before.

Courts of appeal, the world over, are

Jacob dreamed he saw a ladder reaching to the sky. What a chance to get to Heaven! For folks who couldn't fly! Climb up, ye little children! Climb up, ye older people! Climb up into the sky!

THE HEBREW is only one safe, well behaved ladder known to history. That one was seen some four thousand years ago. It is known as Jacob's Ladder. But it was seen only by angels, and it was being used only by angels. Which facts would seem to offer little encouragement to mortals of to-day, who learn, perhaps for the first time, the dangers of the ubiquitous ladder.

In Germany, the home of Jacobs, by the way, they have been paying special attention lately to the deadly ladder and its evil ways. The patiently studious Germans have a marvellous knack for tackling some abstract subject, getting in a corner and, by some sort of third degree inquisition, compelling it to reveal facts having direct and potent bearing on civic affairs.

With an interest in vital statistics equalled by no other nation, a faculty for marshalling facts in logical order and rare discernment concerning popular rights, Germany is now leading the world in matters relating to public safety, hygiene and civic betterment. Twenty-five years ago some German statistical explorer prowling about in the wilderness of municipal reports discovered traces of the malign influences being wrought upon his countrymen by the untamed and apparently untamable ladder. Germany began collecting and collating facts about the ladder.

To-day she has enough direct evidence to have every ladder in the world burned at the stake and its inventor jailed for life. Proof of contributory negligence by the users, which seems to be clearly shown, alone would have the inventor from the fate of his invention.

There are more than 1,000,000 non-fatal accidents in the United States annually. Of this number more than 200,000 are caused by ladders. The ladder causes one-fifth of all the accidents which occur in the United States.

There are more than 60,000 deaths annually in the United States caused by accidents. Of this number more than 5,000 are caused by ladders. The ladder causes one-twelfth of all the deaths by accident in the United States.

somewhat after the fashion of the fireman's scaling ladder. The man who makes a wide-base Eiffel tower sort of ladder, with feet that will not slip and that has no chance to become wobbly in the feet, and fitted with non-slipping top and hooks that can be used or folded out of the way, will do more to prevent pain and suffering and death than all the fortunes lavished on peace conferences and Hague mansions. Hog cholera investigation gets \$100,000 of our national funds in a single year, but here is a subject directly associated with our safety which has utterly escaped attention. The hookworm thrives in the blood of the idle, but the ladder selects the strongest and best of the industrially fit.

At least paint a bright red dab on the ladder. It is one of the few things brought down from the ancients which civilization has entirely failed to civilize.

Paying the Penalty.

The subject of indemnity, accident insurance and responsibility looms large in the story of the ladder. Nowhere in the world is human life and property valued as highly as it is in the United States.



Metal Feet with Blocks of Soft Rubber: An Austrian Safety Device.

Ingenious Practical Safety Shoe for Ladder Feet German Origin. A Heavy Rubber Ring, Set in Wooden Shoe, Has the Advantage of Suction as Well as Friction.

German Safety Device for Feet of Ladder. Wooden Shoe with Flat, Smooth Wood Sole, Creating Great Friction.

German Safety Device for Feet of Ladder, but Having Less Friction Than Rubber or Basswood Shoe.

BOMB THROWING

(Canadian Press)
 LISBON, June 10—Bomb throwing today at the procession in honor of Luis De Camoens, Portugal's great epic and lyric poet, resulted in the death of one person and the wounding of a number of others. Bomb thrower himself was wounded by a splinter from the bomb. When taken to the hospital he declared he wished to commit suicide.

ASK DISCHARGE OF VICE-CONSUL

LOS ANGELES, June 8.—British residents of Southern California have begun a movement for the recall of C. Mortimer, British vice-consul in Los Angeles, as a sequel to the Empire Day disaster at Long Beach, which cost 38 lives, through the collapse of a pier. A petition requesting the removal of the vice-consul was drafted at a meeting of Empire Day celebration committee and was forwarded to Sir Edward Grey, head of the foreign office in London.
 It alleges general inefficiency but specifically charges that the vice-consul "took no part in the celebration and during the inquest of the victims he was not present and took no part in the efforts to place the responsibility for the accident." Mr. Mortimer refused to comment on the effort to remove him.

GRAND DOUBLE PILGRIMAGE

to
ST. ANN DE BEAUPRE
 and to the
SHRINE OF ST. JOSEPH, MONTREAL, P. Q.

on
TUESDAY, JUNE 24th, 1913

One train will leave Point du Chene at 1.00 P. M.

The necessary number of trains will be made up at Monton to carry this double pilgrimage. The first train leaving at 5.00 o'clock p. m., and others to follow.

The fare from Point du Chene to St. Ann and return is \$5.50 for adults and \$2.75 for children, and for Montreal, \$9.00 for adults and \$4.50 for children.

Our ticket agents for Charlottetown are:—Miss Gertrude Steele, Reddin's Store or 322 Kent St., Miss Bessie Brown, Postal Card Store, Cor. Queen and Richmond Sts., and Henry Fitzgerald, Reg. Freight Dept. Station.

We have an agent in every locality through the Province. Ask them for one of the Pilgrimage Circulars, which will furnish you with all the information you may desire to know about this excursion. Be sure to get one and read carefully.

Special fares as follow: The P. E. I. Railway will issue first class return ticket from any point of the road to Summerside, for the price of a single second class fare. As for instance, Charlottetown to Summerside and return (\$1.00) one dollar.

The Charlottetown Steam Navigation Co. will issue return ticket from Summerside to Point du Chene, for (\$1.00) one dollar.

Rev. P. P. Arsenault, of Mount Carmel, P. E. I., is my agent for the handling of all tickets for the Island. Therefore apply to him for tickets.

A. D. CORMIER, Ptre., C. S. C., Organizer.