

burn of the face, neck, arms, forearms, hands, back, right leg, right thigh, and left foot." A third degree burn is the last degree there is. There is no fourth degree.

But why did the hook on that slag-pot slip

Because it was attached merely to the rim of the pot, and not to the lugs. That pot had no lugs. It ought to have had them. Lugs are pieces of metal that project from the rim of the pot, like ears. They are put there for the express purpose of providing a proper and secure hold for the hooks. But they had been broken off in some previous accident and they had not been replaced. On the twelfth of December the ladleman had been obliged to use the mere rim, or flange, of the pot, and with that precarious attachment the pot had been hoisted and carried.

"Is it dangerous to carry a pot by its flange?" asked the deputy coroner.

"It is," said Newton Allen, "but it is the duty of the ladleman to put the hooks on the pot. I work on signal from him."

Mike Skiba, the ladleman, being summoned, testified that he had attached the hooks to the pot by the flange, but that he had no orders against attaching them in that way.

John Paster, the boss ladleman, Mike Skiba's superior, said, on oath: "I have no orders not to raise the slag-pots when the lugs are broken off."

George L. Danforth, the superintendent of the North Open Hearth Mill, an expensive man, who might himself have been killed on the occasion in question, because his duties oblige him to frequent all parts of the mill, testified that "pots had been raised in the manner described for three or four years and that this was the first time that one of them had fallen."

What did the jury think? It thought as follows:—

"We, the jury, believe that slag-pots should not be handled without their lugs, and we recommend that the lugs be replaced before the pots are used in the future."

As I read the testimony and afterwards looked at that gigantic, that deafening and hypnotising North Open



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Hearth Mill, my mind was carried back to the American locomotive engineer who astonished Mr. Kipling when he was on his first visit to this country. The train was just starting across a trestle that looked as if it were ready to crumble away, on the slightest provocation, into the mountain torrent beneath. Mr. Kipling remonstrated, and the engineer, in reply, gave utterance to the whole

philosophy of American business life. He said:

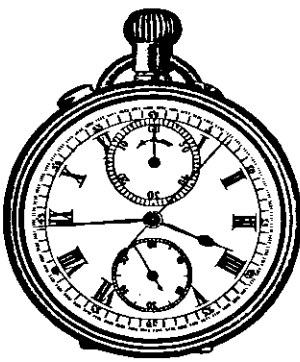
"We guess that when a trestle's built it ought to last forever. And sometimes we guess ourselves into the depot. And sometimes we guess ourselves into hell."

The company will tell you, very straightforwardly and very honestly, that it is impossible to prevent the men from being reckless, that it is beyond

human power to prevent the men from hooking up slag-pots by their flanges. The men get in a hurry and they become careless.

There is a good deal of truth in this observation, as I shall show later. The men do get careless and, under the outdated but unrepented laws, the carelessness of a ladleman, resulting in the death of a fellow ladleman, will relieve the

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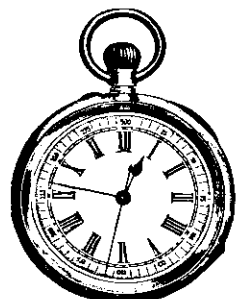


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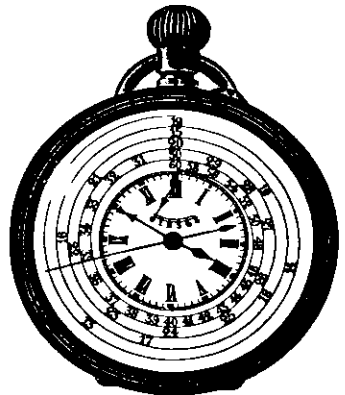
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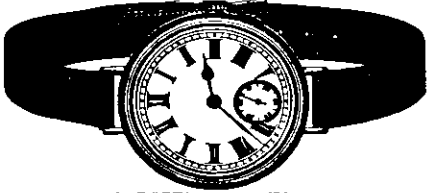


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