

*Bulletin No. 89*

*Safety Series No. 34*

# University of Arizona Bulletin

## State Safety News

August, 1918

EDITED BY S. C. DICKINSON

SAFETY ENGINEER, ARIZONA STATE BUREAU OF MINES



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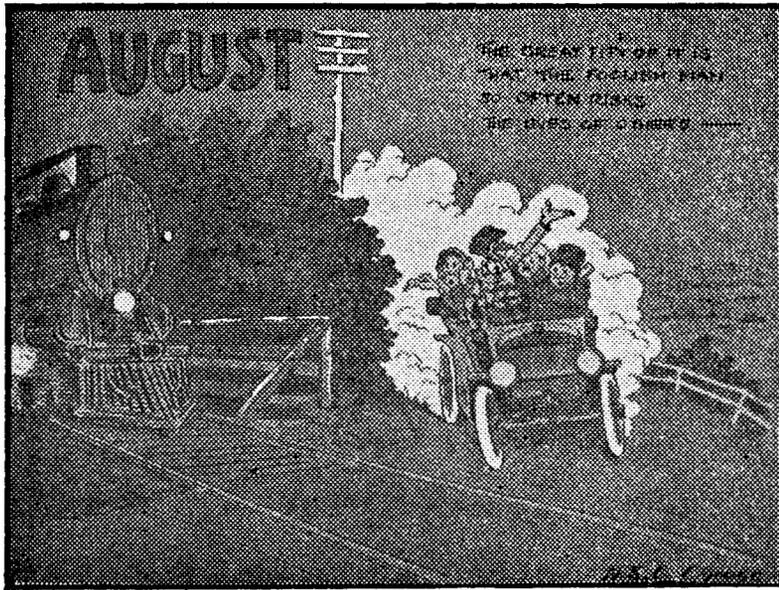
G. M. BUTLER, *Director*

TUCSON, ARIZONA

1917-18

AUGUST

THE GREAT LIE OF IT IS  
THAT THE FOLK SAY  
TO OFTEN THINK  
THE LIVES OF A LIE



# *State Safety News*

*Safety* *Efficiency*

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**A** MERICA'S victory depends upon you and your job. No man with red blood in his veins can ignore the significance of the war. Just remember that there is not a single instance where an unrighteous cause has prevailed, and the celerity with which this war against the Child Assassin may be successfully concluded depends very largely upon whether you do your share of the work which is to be done today. And remember that there are worse things than going to the front and fighting for one's country, and one of the things that is worse is staying at home and failing in one's duty to support in every possible way those who are fighting for us at the front so we may stay home and live.



## EFFICIENCY ON PAPER

“Some little time ago business took us to an office that is of high importance to the United States in this juncture. The first thing we saw on entering was a large wall chart full of little cubes and circles depending one from the other like a sort of geometrical Christmas tree. It showed the organization in balanced and symmetrical perfection. At sight of it our heart sank. Quite as we had expected, the gentleman in charge of that office thought we should apply at Bureau Seventeen; the gentleman in charge of Bureau Seventeen was fairly sure that Bureau Thirty-six was the one for our affair; Bureau Thirty-six sent us to Bureau Forty-two and Bureau Forty-two sent us back to the first one. Such is chart organization.

For a good while we have been hearing that the Food Administration is about the most efficient thing at Washington. The other day we read with much satisfaction that it is one of the things at Washington which does not have a chart of its organization hanging on the wall. From that simple statement we understood its efficiency.

The prevailing notion is to draw a picture of efficiency; make a map of it; plot a nice large chart, with the commissioner in a circle at the top and the three deputy commissioners hanging from him like the three balls of a pawnbroker's sign, and all subordinate functionaries, offices, bureaus, adjutants and lieutenants represented by appropriate squares and circles in balanced harmony; then to tack that on the wall and admire it.

Organization is then perfected and cast in an iron mold. You can not take the second deputy auditor from this side, where there happens to be nothing for him to do at the moment, and put him over on the other side, where there is much to do, because that would ruin the symmetry of the design; your chart would become lopsided.

For efficient farming draw a chart showing that the farmer is superior to the hired man and the corn land must first be plowed, then harrowed, then seeded, then cultivated and finally harvested. If you do not get a good crop with that, try red ink.”—*Saturday Evening Post*.

*Make yourself an honest man, and then you may be sure that there is one rascal less in the world.*

## REDUCING MISFIRE COSTS

Many times on a rock job one sees a shovel hung up and doing nothing. On investigation it is found that they have encountered some tight bottom which the shot failed to pull. This means a delay of an hour or more while the obstruction is redrilled and reblasted before the shovel can be advanced and digging resumed. Again a delay of several days may be caused by the discovery that there are missed holes and unexploded powder ahead; naturally the shovel crew is reluctant or refuses to proceed until the danger is removed. Oftentimes the material has to be carefully mucked by hand and all this time the shovel is lying idle. Obviously, in order to get the best out of a shovel or dredge, continuous steady operation must be maintained. Such delays are very expensive and if they occur frequently may even disrupt the whole organization. It is not uncommon to see a dipper dredge bring up unexploded charges. Occasionally these charges explode when hit by the dipper teeth, causing considerable damage. Dig deeper holes to bring bottom. Use more care in testing and loading caps.

It has been proven by actual experience and tests by U. S. Bureau of Mines that it requires more and stronger explosives for submarine rock excavation than in open cut work. To a great extent delays and danger from above causes can be averted by the proper selection and care in loading of explosives. Frozen explosives are less sensitive and efficient than when thawed.

In order to get the maximum out of any explosive it is well to use strong detonators.

For rock work before a steam shovel, if work is wet, it is best to use a low-freezing gelatin from 40% to 60% strength, depending upon the character of the material. Present prices of glycerine being high, contractors are finding that good results can be obtained by using lower grade explosives where higher grades were formerly thought necessary. In tight hard bottom the gelatin is best suited because in addition to the no-thawing advantage, it combines density with high water-resisting characteristics. Density is an advantage in that more weight of explosive can be concentrated in bottom of any given diameter of bore hole than with lighter dynamites.

For submarine rock blasing a 75% strength gelatin dynamite is best adapted. Nothing weaker than a No. 8 electric blasting cap should be used with any gelatin. There is a lot of potential energy in a gelatin and in order to release it a No. 8 detonator is necessary.

Stick to the well proven standard explosives for the best results. Promiscuous trying out of unproven brands may cause a lot of trouble and expense. It is not difficult to reduce the powder cost per ton or yard of material in almost any operation. The charge per hole can be arbitrarily reduced a pound or two with seemingly equal results; but watch out, the shovel cost and secondary drilling may jump up, more than wiping out the apparent saving.—*E. I. du Pont Bulletin.*

### MOTORISTS, TAKE NOTICE

According to statistics gathered in Massachusetts in 1916, one out of every 33 accidents reported caused a fatality. In the same year in New York City one out of every 23 was fatal, and it is believed that these figures indicate incomplete reporting. In 1915 there were 6,454 accidents in New York City in which persons were struck by motor vehicles of all kinds. In 1916 this figure had increased 22 per cent, and in the first ten months of 1917 New York City reported over 8,600 cases of deaths or injury as a result of motor vehicle accidents, an increase of 12 per cent over the entire previous year. It would be possible to materially reduce these figures if drivers of automobiles would bear in mind a few simple suggestions.

Consideration for the convenience and safety of others, forms the basis of all reasonable use of the public highways.

Drive carefully at street intersections, particularly when in a busy district.

A motor car approaching from your right, at intersections of roads or streets, has the right of way.

When you meet a vehicle pass on the right; when you overtake one pass on the left, except in the case of a street car.

Do not change speed or direction suddenly. Indicate your intention by holding your hand up if you are going to stop, and to the side if you are going to turn.

There is usually a car behind you.

Do not "cut in." When you overtake a vehicle, and another is approaching, custom and safety give the right of way to the approaching vehicle.

Do not drive with glaring headlights.

Young and inexperienced drivers frequently drive with the muffler open. Unnecessary noise is illegal and objectionable.

Pedestrians who have started to cross a street at a reasonable dis-

tance from an approaching automobile, have the right to do so at the pace of an ordinary walk, and the motorist has no right to compel pedestrians to rush or run for safety by the insolent blowing of the horn.

Slacken speed when approaching pedestrians, blow the horn if thought necessary to warn them, but allow them to cross the street in safety at a reasonable pace. Remember that there are old people, invalids and children.

When a street car stops to take on or discharge passengers, the driver of a following automobile should slow down or come to a full stop, in such a way that he will not under any circumstances allow any part of his car to advance or project beyond the rear end of the trolley. Better, stop ten feet behind it.

When a traffic officer holds up a car at a street crossing, or at any other point, it is a good plan to shift the gear lever immediately, to the proper position for starting.

Signs, warnings and similar cautions should be heeded, and the necessary precautions taken to prevent accidents.

Intoxicated persons should never be permitted to drive a car.

Drivers should be on the watch for children who may be "stealing rides" when riding a bicycle by "hanging on" to a street car or automobile.

Motorists should stop before crossing a railroad. Make sure that there is not a train approaching from either direction and then cross.

Use chains on slippery pavements.

A child is not responsible under the law. You are. Be careful when driving in a vicinity where children are playing.

The majority of fast drivers have nothing to do when they get there. They are a menace to themselves, to those whom they pass, and a nuisance to those who reside along the road.

When filling a gasoline tank it is imperative that the funnel or nozzle is in metallic contact with the filler cap. If this is not the case static electricity can be generated.

*One should take care not to grow too wise for  
so great a pleasure of life as laughter.*

#### FIRE EXTINGUISHER EFFICIENCY

Hand fire extinguishers are among the most valuable means for extinguishing fires in early stages, and that is their purpose. Unquestionably, a large number of fires could be extinguished as soon as

discovered if fire extinguishers were maintained in proper condition, and their method of use were more generally understood. Large numbers of fire extinguishers are purchased and placed in positions for immediate use in case of fire, but too often, especially in busy industrial establishments, no effort is made to instruct employees in their use, and, moreover, they are permitted to remain for months and years without examination and testing to see that they are ready for instant use. Serious fires have occurred which undoubtedly could have been prevented if some attention had been given regularly and systematically to the fire extinguishers and their use.

Cases have happened where a fire has suddenly been discovered, and soda and acid extinguishers were there, but they were discarded because they wouldn't work. On the arrival of the fire chief he found they were in excellent condition, but nobody knew enough about the extinguishers to turn them upside down. Had a group of employees been instructed in the use of the fire extinguishers, the fire could have been extinguished without damage. Other instances have occurred where somebody has used the fire extinguisher for some reason or other, and failed to report the fact that the fire extinguisher was empty and needed recharging. Along comes a fire—with an empty extinguisher.

Systematic inspection would prevent this catastrophe. Whenever fire extinguishers are installed in a mercantile or industrial establishment, a selected group of employees, from different parts of the building, should be thoroughly instructed in their use in case of fire, so that in the excitement and confusion which often occurs when fire is announced, someone with a cool head will proceed immediately to use the extinguisher. Another rule which is all-important is that extinguishers should be tagged, and whenever used, a notice with the date should be written on the tag. The extinguisher should be immediately recharged after using, and a regular inspection made of all extinguishers at least once a year.

*Keep out of debt and danger—both are alluring, yet poor friends to make.*

### BLIND!

What a sad and terrible picture this word brings to us! What a sad and pitiful picture comes before us when this word is mentioned in connection with an accident. One can almost see the poor "half-

man" that is left after an accident of this kind and one wonders if perhaps death would not have been more kind. Yet, what little precaution is taken by the average workman for the protection of one of the most delicate though one of the most important organisms of the body! And all because the workman either does not stop to think or does not want to suffer a little inconvenience. Especially is the workman to blame when the employer furnishes means of protection and urges him to make use of it. In previous issues of our Safety Bulletin we have devoted considerable space to warnings against eye dangers and to impressing upon our employees the necessity of preventative means. Now that our wood barking is done by big rotary drums the chief place of eye accidents has been eliminated. But goggles must be used when grinding at emery wheels, when filing, when chipping either concrete or steel, when pouring acid for felt washing, and in numerous other instances where the employee himself must recognize the need of eye protection.

We are happy in the knowledge that many of our employees, especially those who have been with us for some time, have had instilled in them the danger with which the above named operations are filled. We have seen examples of this quite often during the floor chipping for the installation of the new machine, during the concrete breaking in the sulphite department, and during the construction of the new generator base. Even now when one goes out into the machine room our sweeper stands out as a shining example, for he wears goggles while sweeping and cleaning up.

There has been formed a Committee for the Prevention of Blindness with headquarters in New York and with G. L. Barry as Field Secretary. This Committee is investigating the causes and means of prevention and through the courtesy of this Committee we are quoting a few figures compiled by the Field Secretary.

#### THINK OF IT

1. Of the 2,000,000 annual non-fatal accidents, probably 200,000 are accidents to the eyes.
2. Approximately 10,000 persons in our country are blind today as the result of accidental injury in industrial occupations.
3. It may cost the nation \$10,000,000 to care for these blinded artisans during the remainder of their lives.
4. The actual economic loss cannot be estimated and the loss to the unfortunate person whose eyesight is destroyed is least of all a matter of dollars and cents.

*The Reason for Wearing Goggles*

You can see through glass goggles, but you cannot see through glass eyes.—*Marathon Safety Bulletin.*

*He who cures a disease may be the skilfullest,  
but he that prevents it is the safest physician.*

## BRAVERY AND FOOLHARDINESS

The degree of recklessness which a man displays in exposing himself to danger, is not a standard for judging his bravery. A soldier who throws his life away when no good can come of it, is not necessarily a brave man nor a good soldier.

Bravery is determined by the motive for which action is taken. Actions of men are the best interpreters of their thoughts.

As someone has said, "Life is largely a matter of faith. We believe in something or somebody and our hopes and impulses and actions are inspired by that belief."

It may be that our efforts are inspired by the thoughts of a mother, a wife, or a friend. We may look back to those to whom we owe gratitude, or forward to those to whom we owe protection. Whichever it may be, we also owe a duty to our fellow workmen.

The employee who wilfully neglects a reasonable degree of caution in protecting his life or the life of his co-workers, has not the true American spirit and is not respected by either his fellow workman or his employer.

We are told that children, fools and criminals are venturesome. The venturesome have no place in industry.

The statesman who sacrifices the interests of his country rather than admit a mistake, is a moral coward.

Today we must think. We must admit the mistakes of yesterday and remedy them before it is too late. That is the true spirit of accident prevention.—*Safety Bulletin.*

*If one cannot do as he likes he can improve himself by trying to like what he has to do.*

## SAFETY FOR HOIST ENGINEERS

*By Harry E. Scott*

In the last years much has been done in the name of safety first. The Bureau of Mines has circulated many bulletins; mining and scientific journals have published articles covering almost every stage of the game; nearly all the mining companies have taken up the work, with wonderful results in lowering the percentage of accidents; but there is one that has been overlooked by almost all of them, and that is the hoist engineer. Many accidents are caused by the carelessness of the engineer that could have been avoided by taking the proper precautions. The men on the larger hoists have obtained their experience and been tried out on small hoists, and as a rule can be relied on to keep their heads in case of emergency.

On the small hoists the engineer is often a young fellow who has taken a course in running a car on top, then a post-graduate course in dumping buckets. He learns the different levers and becomes the engineer. While he is not running the bucket or cage up and down the shaft for practice, he is rolling another "pill" or has a very interesting novel which he may be able to finish in that shift if he does not lose too much time. He is brought to his senses by the shooting signal. He knows everything is all right, so he answers it without looking at anything to see if he is ready to hoist when the time comes—still having his book in his hand.

## THE NOVEL-READING HOIST ENGINEER

A case of the novel-reading engineer came to my notice about two years ago. The shaft was down nearly 300 feet and drillmen had their round in and loaded. They gave their shooting signal, and it was answered by raising and lowering the buckets. The three men who were in the shaft spit their holes, sixteen in number, got on the bucket and gave the signal to hoist. The bucket went up about eight feet and stopped; the men heard the engineer's voice at the collar of the shaft and knew that something had gone wrong; two made the timbers and got up far enough to be safe, but the other man dropped back to pull the fuses. He got five of them but the other five went off, and of course he was killed.

At the inquest the man who was running the engine (a 50 h.-p. gasoline) said that he was reading a novel when they gave the signal and that he answered it without speeding up the engine, taking a chance that it would speed when he was ready for it; when the bell came to hoist he dropped the book, grabbed the levers and threw in

the clutch. The engine stopped before it got the gas, with the men so far away from the timbers that one of them could not make it. It was not the fault of the engineer that there was no chain ladder in the shaft, but it was his fault that the engine failed to do its work.

Another instance occurred in the same shaft about five months later, and although no one was injured, it was simply a case of fool luck that three men were not killed. This shows the most dangerous class of men on a hoist, from the miners' viewpoint, to be inexperienced men who can sit at the hoist and tell everything that is going on down the shaft when all they should know is what the bell tells them. In this shaft they are running two small drills with one man on each; the third man looked after the steel, powder, water, etc. The round had been drilled, the tools sent to the surface, the holes loaded and the men were ready to shoot the round. It was the custom for the third man to give the shooting signal. This day one of the drillmen asked him if he had given the bells, and he answered that he had, so the fuses were spit and they got on the bucket and gave the one-bell to hoist, which was proper. The bucket went up about a foot and down again. They gave another bell, and the same thing happened a second and a third time, so they took to the ladders and started for the top as fast as they could and succeeded in getting up far enough to be safe before any of the shots went off, and no one was injured.

On arriving at the top they found a very much excited man. When asked why he did not pull them out, he answered that he did not get any shooting signal, and as he knew they were ready to shoot he would not pull the bucket up on one bell when they were blasting. The man who said that he had given the signal admitted that he "guessed" he had not done so, but that did not excuse the engineer. One bell was the hoisting signal, and he should have hoisted, but he was one of the wise ones who know more about what is going on down in the shaft than the men who are there.

One of these hoistmen was a relative of the superintendent, the other a relative of one of the large stockholders. The management tried to keep them on the job, but the miners in the district decided that they should not run hoists any more, and they at last gave up the notion of being hoistmen and tried something else they could handle better.

It would be difficult to suggest a remedy for such cases as these, as long as the laws allow the use of this kind of men on hoists. Some of the states have statutes that are supposed to protect the miner

against men of this character, but the law is not enforced if the applicant for a license has a *pull*. Even the *price* suffices with some of the officials. In the state where these accidents happened, an engineer had to have a license to run a hoist. The two men, who knew nothing about engines and had never had hold of a lever, were taken to the proper officials by the superintendent of the mine and got licenses without an examination, all that was required of them being to "dig up" a five-dollar bill.

#### ADVANTAGE OF UNIVERSAL CODE OF SIGNALS

There is one thing that will help the engineer and also the miner, namely, a universal code of signals, so that when he learns it on one job he will not have to learn a new code on the next one. This could be assisted greatly if the mining men of the country and the mining journals would take it up. Nearly all the states have different codes and some have none—each camp having a different system.

The following are a few suggestions for the new engineer, provided he is not already too wise to take them on: Keep a cool head; always use judgment and play safe; do not move the cage too soon after receiving the signal; look over your engine the first thing you do when you go on shift and be sure that all nuts are tight and the brake is in good condition; remember that you know nothing about what is going on down the shaft, so do as the bell tells you, and then if a mistake is made it is the other fellow's fault.

Although it may be hard on the engineer, it is noticeable that the companies that have the "No Admittance" sign over the door and enforce it, have fewer accidents than those that allow visitors in the engine room.—*Engineering & Mining Journal*.

*To preserve a friend, honor him present, praise  
him absent and assist him in his necessities.*

#### FACTS CONCERNING INFECTIONS

Of the 72,525 industrial accidents for which awards were made by the Industrial Commission of Ohio for the twelve months ending June 30, 1917, infection was reported in connection with 7,073 of this number, or in other words, approximately one out of every ten industrial injuries became infected. It is obviously not possible to make any positive statement as to the proportion of cases in which adequate precautions would have prevented infection, but it is safe

to say that a reasonable effort to give injuries an antiseptic dressing would have saved much suffering, would have prevented a considerable number of permanent partial disabilities, and would have saved human lives.

The 7,073 cases in which infection was reported were divided as follows, according to their resulting disabilities:

39 cases resulted fatally.

161 cases resulted in permanent disabilities.

6,873 cases resulted in prolonged temporary disabilities.

The costs of infection amounts to millions of dollars yearly and many companies have equipped first-class hospitals and are open night and day to take care of any cut, scratch, abrasion or injury, no matter what it may be.

### WHICH WON?

Two Irishmen were arguing about which was the more clever.

"Well," said Pat, "I'll bet you can't tell me what keeps bricks together."

"Sure," said Mike, "it's mortar."

"No," said Pat, "ye're wrong; mortar keeps them apart."

### CO-OPERATION

*By Leigh Mitchell Hodges*

What you see in a comb of honey is a pound of perfect sweetness encased in a wax structure that is a triumph of architectural engineering.

You pay twenty-five or thirty cents for this, take it home, spread it on your bread and tickle your palate and help fill your physical fuel bin, and—

What you don't see in this comb of honey is a little army of bees working harder than the Trojans ever worked, sucking the ambrosia from clover blossoms.

Your pound of honey contains 7,000 grains of sugar. Each clover blossom provides about one-eighth of a grain, so this pound represents the sweet fruitage of 56,000 clover heads.

But the clover head is composed of about sixty florets or flower tubes. To extract the hidden sweet the bee must probe each of these. This means some sixty separate operations on each flower.

If one bee contracted to gather a pound of honey, that bee would have to explore 3,360,000 of these tiny tubes to secure the material.

Allowing five seconds for each exploration and twelve hours to a day, it would take this bee some four hundred days to produce a pound.

And this would represent only the gathering of the honey, not the time required for building the wax case and storing the sweet stuff.

But there never yet was a hive with just one bee to each comb.

Nature commands pooled effort.

Hundreds of bees to each comb make a comparatively quick and easy operation of what would be an impossible task for one bee working alone.

So what we do not see in the comb of honey is the greatest of lessons in the greatest of success-makers—co-operation.

On every side Nature flaunts this lesson in man's face.

The seed itself is nothing.

Sun, soil and moisture must co-operate with the latent germ in order to produce plant life.

The solidest rock is only co-operating atoms.

The strongest man is weak alone. Only by working with others or winning others to work with him can he achieve worth-while results.

The million now training to fight under our flag in France couldn't gain a foot of Teuton territory if they went to war one by one.

Co-operating, they can turn the tide in favor of freedom.

The biggest business is bound for failure if its workers do not co-operate.

It is a machine whose parts do not work together. It may run for awhile on its own momentum, but it is headed for the dump heap.

To co-operate is to join forces and something more. It is to join hearts as well as hands, and slip a little soul in the bargain.

Not to co-operate is to court loneliness, life-rust and loss.

The a b c of success is this—Be a Bee!

*Reprinted from Du Pont Magazine.*

*Ask a friend for advice; ask a stranger for charity; ask a relative for nothing.*

## HEALTH

### *Good Food—*

Eat clean food; eat various kinds of food; eat slowly; do not eat too much.

### *Fresh Air—*

Breathe deeply; open windows of your sleeping room—fresh air keeps away disease.

*Rest—*

Clean body; clean bed; play; work; have your bowels move at least once a day; keep your head cool; keep away from booze.

SMILE!

BIT OF A HIT

Slowboy: "I read a singular thing today. A scientist says there's phosphorus enough in a man's body to make 40,000 matches."

Miss Willing: "Maybe; but there is not enough sand in some men to make one strike."—*Boston Evening Transcript*.

WHY?

Some say alcohol gives strength. If so, why do athletes abstain while training for a race or other contests requiring strength?

Some say alcohol gives endurance. If so, why do great employers cut off the supply of drink when work of an especially arduous or lengthened nature is required?

Some say alcohol gives heat. If so, why do travelers in the Arctic region who take drink succumb to the cold, while total abstainers remain unharmed?

Some say alcohol is good in hot countries. If so, why did Stanley refuse it to his men during his forced march across Africa in search of Emin Pasha?

Some say alcohol steadies the nerves. If so, why do surgeons abstain before performing a delicate operation?

Some say it is dangerous to suddenly give up the use of alcohol. If so, why do prisoners, most of whom are obliged suddenly to abstain, improve in health?

A great weight of evidence indicates drink as the most universal and potent factors in bringing about pauperism.—*Selected*.

*We must judge as we would be judged.*

FOR THE HOME

Every member of the family should be able to answer these questions:

1. Do you use safety matches?
2. Are floors under stoves protected with tile, stone, brick, concrete or metal, so as to prevent them taking fire from the heat?

3. Are walls, ceilings and partitions similarly protected in all places where they would be exposed to high temperatures in the event of over-heating of stoves and furnaces?

4. Are ashes deposited in metal receptacles and removed from the building weekly?

5. Is there any unenclosed space under the house where grass fires may occur or where inflammable trash may accumulate?

6. Are chimneys built on the ground, not on brackets? Are they in good repair? Have flues been cleaned for winter?

7. Are stove-pipes passing through partitions properly protected? Do stove-pipes pass through attics, closets, or unused rooms where they may come in contact with anything combustible?

8. Is the use of gasoline forbidden inside the house?

9. Have you any fire extinguishers? Do all members of the family understand their operation?

10. Do you know where the nearest fire alarm box is? The telephone number of the fire department?

11. Do you know that, in turning in an alarm, it is always necessary to pull down the hook, even though bell rings when you open the alarm box?—*National Fire Protection Association.*

*It is better to hear the rebuke of the wise than  
the song of the fools.*

## NOT HIS JOB

*By Edgar A. Grant*

"I'm not supposed to do that," said he,  
When an extra task he chanced to see;  
"That's not my job, and it's not my care,  
So I'll pass it by and I'll leave it there."  
And the boss who gave him his weekly pay  
Lost more than his wages on him that day.

"I'm not supposed to do that," he said,  
"That duty belongs to Jim or Fred."  
So a little task that was in his way  
That he could have handled without delay  
Was left unfinished; the way was paved  
For a heavy loss that he could have saved.

And time went on and he kept his place  
But he never altered his easy pace.  
And folks remarked on how well he knew  
The line of tasks he was hired to do;  
For never once was he known to turn  
His hand to things not of his concern.

But there in his foolish rut he stayed,  
And for all he did he was fairly paid,  
But he never was worth a dollar more  
Than he got for his toil when the week was o'er.  
For he knew too well when his work was through  
And he'd done all he was hired to do.

If you want to grow in this world, young man,  
You must do every day all the work you can;  
If you find a task, though it's not your bit,  
And it should be done, take care of it;  
And you'll never conquer or rise if you  
Do only the things you're supposed to do.

—*From the Koehring Mixer.*