Methods of Extinguishing Flames on Board Ships.

RIGID DISCIPLINE THE RULE.

When the Alarm is Sounded Every Member of the Crew Has His Station and Carries Out the Particular Duty Intrusted to Him.

ship none is more dreaded by the mariner than a fire at sea. Indeed, the annals of Lloyd's record few greater ocean tragedies and, be it said, no more conspicuous instances of gal-lantry and heroic effort than those con-

nected with ships aftre.

No wonder, then, in view of the dreadful possibilities of an outbreak of fire on board, that a thorough knowledge of the proper steps to be taken in extinguishing the fiames at the outset or at least holding them in check is expected of every officer from the centain downward.

is expected of every officer from the captain downward.

Most vessels are nowadays fitted with hydrants, several on each deck, and in the case of large liners hose is kept in handy places, ready to be attached to the hydrants at a moment's notice. Moreover, every large passenger boat carries a number of portable extinguishers which can be strapped on a man's back. The spray from these is, of course, thin, but very effective in subduing small outbreaks where the fire has not secured too firm where the fire has not secured too firm

Fire drill forms a weekly feature in the routine on every ocean liner. Every member of the crew literally, from captain to cabin boy, has his "fire station" allotted to him, at which, when the signal is given, he takes his position and carries out the particular duty intrusted to him.

n an actual outbreak occurs the When an actual outbreak occurs the fire alarm is if possible avoided, so as to prevent panic among the passengers. Word is passed quietly around, the passengers being kept in ignorance as long as possible. In fact, more than one fire at sea has been extinguished without any suspicion on the part of the passengers that the outbreak was after than an imaginary one engineerether than an imaginary one engineer-ed by the officers to give the passengers a chance of seeing what could be done

in the event of the real thing occurring. In many cases, of course, the passengers have to be informed, but the news is always broken as lightly as possible and some special entertainment—a conand some special entertainment—a cuir-cert, a dance, theatricals, and so on—is got up to allay any natural feeling of nervous anxiety. Of course if the fire shows signs of becoming unmanage-able the boats are got ready and swung

Every boat on large liners is kept fully provisioned, food sufficient for several days being contained in air and water tight tanks.

The worst fires at sea are those

which cannot easily be got at. These assually occur amid the cargo in the lower holds and are often spontaneous in their origin. In such cases it is highly dangerous to open the hatches The fire, which may have been smol-dering for days, will naturally burst dnto a blaze as soon as the air is ad-

The proper course is to exclude the air in every possible way; consequently even the ventilators are stopped up. If the holds are fitted with steam pipes, the steam is at once turned on; otherwise holes are cut in the deck,

otherwise holes are cut in the deck, just large enough to admit the nozzles of the fire hose, and water is vigorously pumped into the hold.

In one form of extinguishing apparatus, instead of steam or water, sulphurous fumes are injected into the hold, the fumes being generated the assessing specially directly for that in a machine specially fitted for that purpose. This injection method is highly effective and rarely fails if the are properly placed in each hold. steam or fumes are turned on

dry.

If the burning hold is a very large one and by flooding it with water there is danger of the vessel foundering, the cargo in another hold is thrown overboard or "jettisoned," as it is called at sea, to counteract the weight of water admitted into the first hold. As a last resource, the vessel, if in dock or shallow water, is scuttled by opening the sea cocks. This has been done more than once in Tilbury docks.

docks.

We seldom hear nowadays of fire breaking out in the passengers' quarers on large liners. The introduction of electric lighting on board ship has o doubt conduced greatly to this improved state of matters. When a fire pes break out in the cabin, it is usully soon detected, for a constant atch is kept by the officers and night ewards, who make periodical tours inspection during the nocturnal wars.

RICH HERMITS.

Who Have Accumulated Millions While Living In Seclusion

Men Who Have Accumulated Millions
Whils Living In Seclusion.

A millionaire hermit, who a very few years ago died in Moscow, was C. G. Solodovnikoff, who had made a fortune variously estimated at from twenty to fifty millions by colossal speculation on the Bourse. So many and varied were his investments that it was said the handling of coupons alone gave employment to ten girls. And yet this lord of millions, who might have rivalled kings in the splendor of his palaces, lived for years in a tumble-down two-storey cottage, surrounded by sordid and rotting furniture. For weeks together he never put his head outside his front door, and he spent half his time in his dressing gown. When his will was opened it was found that he had left the whole of his stapendous fortune for philanthropic purposes, from building schools for girls to providing lodgings for the working classes.

When Paul Colasson, the famous hermit of Paris, died recently, it was stated that for the last 27 years of his life he had lived exclusively on a diet of eggs and bread, supplied to him every third day by an old servant, the only human being he ever allowed to enter the magnificent mansion to which he had retired on the tragic death of a favorite nephew. During all these years he had nursed his grief in solitude, never once, so far as is known, leaving the gorgeous palace, which he had converted into a prison.

St. Petersburg recently lost her most remarkable character in the person

ace which he had converted into a prison.

St. Petersburg recently lost her most remarkable character in the person of a millionaire count who, in spite of his immense wealth, lived a life of the most sordid poverty and self-denial. His figure, clothed in rags, was a familiar spectacle in the streets of St. Petersburg, and many a sympathetic passer-by pressed alms into the hand of the man whose daily income was estimated at \$5,000.

Nor must we forget the millionaire baronet who died a few years ago in the garret of a house in Waterloo road, London, at the advanced age of 91 years. For many a year no servant had entered his poor attic; his meals were served and placed outside his door at stated intervals. He was never known to cross his threshold, and he died alone in the one ill-furnished room in which, though he had an annual income of \$130,000, he had spent so many years of sordid and self-imposed confinement.

HERE'S A BIG ONE.

Mouse Steps on Man and Renders Him Unconscious.

The Philadelphia Record relates the

Following yarn:
Following close upon the killing of a 90-pound rat at Glen Jean by an enterprising citizen of that town comes the news of a 200-pound mouse seen by Mallowell Dabney at Smithers durable to the country of the city of the city of the city of the country of the city of

by Mallowell Dabney at Similaries during the night.

The mouse, as described by Mr. Dabney, was a pale-grey color with manye trimmings, its eyes of sky blue with borders of vermillion, and its ears a sunburnt yellow, striped with fiddler's green.

Posently a warm left the local

ears a sunburnt yellow, striped with fiddler's green.
Recently a wagon left the local wholesale house with a quantity of whisky and beer for a saloon at Smithers, but broke down on the way, and Mr. Dabney was left to watch the load until a new wagon came the next morning. Mr. Dabney says he first saw the enormous mouse shortly after 9 o'clock coming down a mulberry tree backward. The enormous size of the rodent frightened him, and he remained quiet while it consumed a quantity of the whisky and beer. In the midst of its feat it became frightened at a passing M. & K. train and ran back toward the creek, stepping on Mr. Dabney and rendering him unconscious.

Mr. Dabney's remarkable story is borne out by the fact that a quantity of the intoxicants had disappeared and Mr. Dabney was unconscious when

Mr. Dabney was unconstound the next morning.

Tobogganing in 1765.

It is interesting to note in Smollett's "Travels Through France and Italy" that when the novelist was making an excursion in March, 1765, from Nice across the Maritime Alps to Turin he descanded the Piedmentese slope of the Col di Tenda toward Sunce on a toboggan. "Having reached the top of the

the steam or fumes are turned on from the upper deck.

If a fire breaks out in the hold and assumes such dimensions that steam injection is powerless to check it, the vessel is, when possible, got into shallow water and, if necessary, beached. In any case the sea cocks of the particular hold are opened and the hold allowed to fill with water. This can usually be done with very little fear of the vessel foundering, as modern built ships are divided into many compartments separated by strong water tight bulkheads of steel or iron. Such is the buoyancy of a vessel so constructed that instances have been known of a craft remaining affoat with only one or two of these compartments dry.

If the burning hold is a very large one and by flooding it with water there is danger of the vessel foundering, the cargo in another hold is thrown overboard or "jettisoned," as it is called at sea, to countersect the weight of water admitted into the first hold. As a last resource, the vessel, if in dock or shallow water, is scuttled by opening the sea cocks. This has been done more than once in Tilbury

Less alope of the Col di Tenda to ward Suneo on a toboggan.

Having reached the top of the mountain," he tells us in letter thirty-eight, "we prepared for descending on the other side by the leze, which is an occasional sledge made of two pieces of wood, carried up by the coulants (local guides) for the purpose. I did not much reliah this kind of carriage, especially as the mountain was very steep and covered with such a thick fog that we could hardly such as a thick fog that we could hardly see two or three yaste before us. Nevertheless our guides were so confidant and my companion, who had passed the same way on other occasions, so secure that I ventured to place my self on this machine, one of the constitution. Here we waited two full the servants by the common road."

This is simply tobogganing used as a practical means of transit for travelet with the servants by the common road."

Future of Balmoral.

Future of Balmoral.

There is again a good deal of talk in Court circles as to the future of Balmoral. It is well known that the King has not the same regard for his Highland home as had Queen Victoria, and this has naturally led to expectations that he will sell the estate. At present the house is shut, with only a small number of servants. Some time ago the King was credited with the intention of turning the place into a sanitorium, but it is understood that the idea has been abandoned lately. However, not very long ago several vanloads of furniture and ornaments, property of the late Queen, were removed from Balmoral to Windson.

DEAL'S LIFEBOAT HERO

Cenuine

Carter's

CARTERS FOR HEADACHE.

Persty Vegetable,

CURE SICK HEADACHE.

A LESSON IN NERVE.

Ruined Shirt.

not ironed, one shirt that had pinned to it a ticket reading like this:

"We are returning this shirt on ac-

to withstand ironing.'

to withstand ironing."
"This was a new one to me, but when I came to open up the shirt and looked it over I didn't wonder that they hadn't tried to iron it; one arm was all but torn from its socket, and

there was a hole punched through one cuff, with a tear extending from this

cuff, with a tear extending from this hole for an inch or two up the sleeve. The shirt was sure not in condition for troning, but how dld it get so?
"I certainly never sent it to the laundry in that shape. I'd have had hard work tearing the sleeve out of the shoulder the way this one was torn, and I couldn't have made that hole

snonder the way this one was forn, and I couldn't have made that hole in the cuff without some sort of a sharp and big punch. Clearly the shirt had been torn and mangled in that manner by being caught in the laundry machinery, and so I wrapped it up in a nest little bundle and took to the country of the laundry office intending

it over to the laundry office, intendin to make a claim for the value of it. I spread the shirt out on the counter

and called the cierk's attention to it and told him that I couldn't have torn

the shirt in that manner; it must have been done in the laundry, and how about it?

"'Well,' said the clerk, 'we made no

"As the full significance of this came pon me—they had torn my shirt all pieces, but they didn't make any

to pieces, but they didn't make any charge for it!—I staggered back, and I kept on staggering that way until I had got out of the door.

"I shall never make any further claim for the shirt. I got back far more than its value in that lesson is riesr, cold nerve."

AMICABLY.

Well, they are divorced.
Amicably?
Oh, yes. He got the dog and got the rubber plant.

FOR BILIOUSNESS.

FOR TORPID LIVER

FOR CONSTIPATION FOR SALLOW SKIN. FOR THE COMPLEXION

COXSWAIN HAS SPLENDID RE-CORD OF SERVICE.

Over Fifty Years of Life-Saving Work -Made More Than Four Hundred - Visited Thousands of Wrecks-Stirring Incidents In Busy Life Ships on the Dreaded Good-Little Liver Pills.

win Sands.

In the roll of lifeboat heroes the name of Mr. Richard Roberts, the retiring coxswain of the Deal lifeboat, occupies a foremost place.

Deal boakmen have gain a niche in the temple of fame and a unique reputation for their heroic reactes and their triumples over all the terrors of the dreaded Goodwin Sands.

In helping to make this record Dick Roberts has played a leading part. A press representative found him at the Seamen's Mission hall, a man alight of stature, but very wiry, or as he himself expressed it, "hard as nails," and like all true heroes modest and unassuming.

Born at Deal on a night when the

massuming.

Born at Deal on a night when the wind was blowing a heavy gale, in December, 1838, it was perhaps hardly to be wondered at that Mr. Roberts has passed the greater part of his life

ly to be wondered at that Mr. Roberts has passed the greater part of his life on the water.

"I knocked about the North Sea in a fishing boat when I was thirteen," he said, "and after that served my time before the mast between London and Melbourne for four years. "In '54 I should have been in the Navy, fighting against the Russians. There was a call for powder-boys, and I volunteered. But," and a tinge of regret crept into his voice, "I wasn't big enough.

Deal's First Lifeboat. The Laundry Didn't Charge For the "When I came to open my bundle this morning," said the bachelor man, "I found in it, sent back washed, but not ironed, one shirt that he are the said to be a shirt that he are the said to be a shirt that he are the said to be a shirt that he are the said to be a shirt that he are the said to be a shirt that he are the said to be a shirt that he are the said to be a said t

Deal's First Lifeboat. Deal's First Lifeboat.

"The first lifeboat in Deal was the Van Cook; that was in 1865. I was appointed assistant coxswain, and we very soon found out what she was made of.

"It was in February, 1865, one terrible stormy night, when we saw in the rifts of the storm a full-rigged



ship on the Goodwins. She was the Iron Crown, a tea clipper. The lifeboat bell was soon ringing, a crew quickly volunteered, and the new boat launched. Wilds and I were steering. After a time we anchored, and drifted to the wreck, over which the seas were breaking. We saved all on board—thirty in number—and, with the help of the tugs, the vessel was saved as well."

This gallant deed was the forerunner of a long and splendid series of rescues, no fewer than 441 lives having been saved from fifty-six vessels by the lifeboat in which Roberts has been coxswain for over 20 years, and assistant coxswain before that. If one reckons the lives in the vessels which have been assisted into safety the total number mounts up to about 600.

Continuing his interesting narrative.

A Strikingly Handsome Range

The owner of a Pandora is always proud of the impression this strikingly handsome range makes upon her neighbors.

The solid, compact appearance of the smoothly finished body, the bold, large pattern of the carving, and the brilliance of the heavy nickel coating, combine to produce an effect that is distinctly pleasing to the eye of the most critical observer.

The Pandora Castings undergo a "special process" to make them easily and quickly take a lustrous shine.

The Nickeling is done with extraordinary care-will not chip and crack like the nickeling on or-

dinary stoves, but will retain its smoothness and brightness for years.

Because of the absence of any fine, fancy carving, which catches and

holds the dust, the Pandora is much more easy to polish and will remain clean longer. Altogether, the Pandora is a

very superior range. your local dealer does not sell the Pandora, write direct for

free booklet.

NSCA

LONDON, TORONTO. MONTREAL, WINNIPEG, VANCOUVER, ST. JOHN, HAMILTON

THE TREE DOCTOR.

His Method of Treating a Trunk That

is Decaying.
When a tree doctor treats a decayed tree he begins by cutting an aperture in the tree large enough to allow him to get at the inside and remove all the decayed wood. This is essential to the success of the operation. When this work has been done the cavity is ready to be filled. The composition used in case of large fillings contains five parts

well, they are divorced.
Amically! of the food and she got the rubber plant.

Well, they are divorced and as got the rubber plant.

HADN'F FOUND IT YET.

Minard's Liminent cures Dandruft

What, the earthquake!

Minard's Liminent cures Dandruft

What, the earthquake!

Minard's Liminent cures Dandruft

What, the earthquake!

Minard's Liminent cures Dandruft

The was about treathy come see the food of the street of the properties of the common form and the street of the properties of the common form and the street of the properties of the common form and the food of the street of the properties of the common form and the food of the street of the properties of the common form and the food of the street of the street of the food of the street of

away with!

Yes, sir, replied Junior, lots of times I've felt that I had enough.

How do you know when you've got enough!

Oh, I just keep on eating till I get a pain, and then I eat one more to make sure.

BUILDS.

Mr. Arthur Wilson, of Wardsville, Was the guest of friends over Sunday.

Mrs. Scarlett, of Palmyra, and Mr. and Mrs. Smith, of Ridgetown, Miss Horspoole and Miss Selander, of Michigan, were the guests of Mr. and Mrs. J. Y. Guilds one day last week.

Miss Lelia Bentley is spending this

week.

Week with friends in Windsor and Detroit.

Miss Grace Pomeroy arrived here after visiting friends in Wardsville.

Quite a few from here witnessess the baseball game at Troy last the Bachelors' party, given at the Miss Lilie Burns, of Windsor, and Miss Miller, of Chatham, were the guests of Mrs. All the Miss Miller, of Chatham, were the guests of Mrs. Elie Thomas and children, of Tilbury, were the guests of Mrs. John Thomas last week.

Weight and Power

The CHATHAM 4 cylinder 25 H.P. Motor Car, at \$2,500, is a bargain—better than the



THE CHATHAM (A CANADIAN CAR)

is built to last and to run economically, this a handsome car, too. Introduce the first one in your town. It will "make good" to you, and be the admiration of your friends. It will be WORTH WHILE to write us for catalogue giving full particulars. Manufactured by THE CHATHAM MOTOR CAR CO., Limited, Chatham, Out.

THE RELIANCE LOAN

AND SAVINGS CO. OF ONTARIO HEAD OFFICE, TORONTO.

BRANCHES: AYR, CHATHAM AND OSHAWA. The funds of the Reliance ARE LOANED ON FIRST MORT-

GAGES ON IMPROVED REAL ESTATE, AND ON MUNICIPAL DEBENTURES AND BONDS, BUT NOT ON STOCKS OF ANY DESCRIPTION, EXCEPT THAT OF THIS COMPANY. INTEREST ON DEPOSITS PAID

4 TIMES A YEAR AT 31 PER CENT. per annum, and all and a service of the service of date of deposit to date of withdrawal. Money can be withdrawn

DEPOSIT RECEIPTS

PER CENT. per annum allowed on deposit receipts issued for to months or longer. Interest paid by cheque half-yearly.

PER CENT. per annum interest allowed on Debentum for five years. Interest coupons paid half-yearly.

THERE IS NO BETTER SECURITY J. BLACKLOCK, Gen. Mgr. O. R. WALKER, Myr. Chatten Branch.