

# OUR FIRE SYSTEM

### Hitching Time Cannot Be Beaten in Canada.

## PLAYS STREAM IN 57 SECONDS

How the Trick is Done—Part of Detail and Thorough Training—Intelligent Horses—The Gamewell Fire Alarm System—An English Comment.

Every evening at 8 o'clock the Rossland fire department is put through the fire drill, especially with regard to hitching up. The men are not at the spot when summoned, but are in the building, already dressed. From the sound of the gong until such time as the men and teams are ready to go out through the open doors occupied at a trial last night, in the presence of a representative of the Miner, just time seconds. On the horses being replaced in their stalls and the gong again ringing, the men now being upon the spot, were able to hitch up in 57 seconds. Both times were half a second longer than is the usual period taken, as there was not only a partly trained horse present, but also a substitute fireman. If the men are in bed at the sounding of the gong, the time taken before the team is ready to start through the open doors is 10 1/2 seconds. Should the firemen be up but scattered around the premises, the time occupied varies from 8 to 10 seconds. A trial was made lately at which, from the time the gong sounded till such time as the hose wagon was down at the Allan hotel, two blocks away, and the water being run through the hose, was exactly 57 seconds. The world's record is held by Kansas City, which can hitch up in 5 seconds, and if the men are not immediately on the spot, in 7 1/2 seconds. In a trial at Paris on August 3 of last year this famous Kansas City team hitched up, went to a seven-story building above and rescued a life from the seventh and another from the sixth story, had three stevedores of water playing, took down the ladders and had the hose back in the wagon in 3 minutes and 35 seconds. The second team was one from Milan, Italy, which accomplished the same feat in 10 minutes some seconds.

Chief Guthrie of the Rossland fire department knows most of the big cities of the Dominion, and Assistant Chief Collins has watched the work at Seattle, Tacoma, Spokane, Missoula, Helena, Butte, Vancouver and Victoria, and both say that the Rossland time cannot be touched by any Canadian city, or any of the northwestern cities of the United States.

The captain of a London fire brigade recently paid a visit to this city, and said that he was astonished at what he saw, never thinking that he had to cross the ocean and come away up into the Rockies to be taught things belonging to his own meter by a Rossland fire department. He was particularly struck with the suspended harness, it being the habit in his own station to have the harness around on pegs. The sliding poles were also a novelty to him.

This wonderful speed is only attained by a perfection of details, and by having well trained men and animals.

Around the city are upwards of 40 hydrants which give, according to the calculation of their situation, a pressure of 80 to 210 pounds. The hose used is 2 1/2 inch diameter, but the nozzle is reduced so that the stream may be diminished in volume if the pressure happens to be low and it is requisite to throw the stream to a great height. There is also in use the Gamewell system of fire alarms. Evenly scattered over the city are 22 boxes at which an alarm can be set. The circuit is metallic, 12 1/2 miles long, and is worked by a gravity battery system. As soon as the alarm is given the bell in the fire tower tolls and the situation of the box giving the alarm and at the same time strikes a gong awakening the firemen should they be in bed. The striking of the electric gong releases the catch holding fast the stails, one on either side of each wagon, the horses are trained to immediately run out and put their heads into an open collar to which the remainder of the harness is already attached, suspended in front of the wagon. In the meantime each fireman jumps to the head of his horse alongside a pair of long rubber boots of which the thigh pieces are rolled over the lower part, and to which are attached a pair of trousers with the waist belt ready in place. One quick movement is sufficient to insert the feet in the boots, lined with wool, and to fasten the trousers around the waist. The fireman then jumps for the brass sliding pole, three of which run through the foot of the sleeping apartment to the front of the wagon. He slides down the pole, his fall broken by a circular mat of rubber placed at the foot of each pole. Less than three seconds have elapsed. A fireman runs to the head of each horse and snaps the collar around his neck, which fastens with a spring. In catching hold of the ends of the collar with either hand the reins are in his hand. These are snapped into the harness, and the belly strap from once to twice is allowed to hang unfastened until, when at the fire, some backing up is necessary, when it is then buckled. In the meantime the third driver belonging to each wagon has climbed on to the driving seat and takes the reins, one of the officers climbing up alongside of him on the right. The snapping of the collar releases by a device the frame of which holds up the harness. This, held by counterbalance weight by the harness, no longer being counterpoised by the harness, lies up to the roof. The counterbalance falls to the floor. In doing this it releases a catch fastening the doors leading into the street, which instantly flash open, and the team dashes out at a gallop, plenty of space being reserved in front to turn. Time from the beginning, 10 1/2 seconds. The harness being fastened, the firemen run to the back of the wagon and jump on the tail board. They are then thrown across the back a rubber coat in which is a woolen jacket. This is slipped on while dashing down the street, and by the time half a block is passed the helmet is on the head and the men fully dressed and ready for the

## JURY GIVES AN OPEN VERDICT

### RESULT OF THE INQUEST ON JOSIE PERKINS.

Nothing to Show How It Was Given. A Rider to the Verdict.

## QUARANTINE INSPECTOR.

The Regulations at Northport Not Ineffective—Another Assistant Necessary.

The local Board of Health at a meeting on Wednesday afternoon instructed the city clerk to send a telegraph message to Dr. Montzambert, the Dominion health officer at Ottawa, stating that the quarantine regulations at Northport for the prevention of smallpox cases entering the province over the Red Mountain railway were inadequate and ineffective. The action of the board was ill-advised and was taken without full information regarding the matter, with which they were dealing. Before acting in the matter as they did they should, in order to inform themselves thoroughly, have had Dr. Sinclair, the quarantine officer at the deliberations and they certainly should not have sent off a despatch to the department at Ottawa without consulting him.

The fact of the matter is that of the six cases of smallpox in the city at present only one was imported and this importation occurred very shortly after quarantine was established. The other five cases were of individuals who had been residents of the city for some weeks previous to the establishment of quarantine and so they must have contracted the disease in the city.

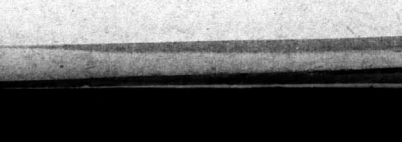
The charge that the regulations at Northport are ineffective is not true, but it is a fact that they are at the present time inadequate in so far that considerable delay is occasioned to the trains until the one officer appointed by Dr. Sinclair can go carefully over the passengers and see that they have complied with the law. The department at Ottawa only allows a grant for one medical inspector to examine the two trains running from Northport to Rossland and Nelson, and as it is necessary to examine each individual passenger to see that he has a well developed vaccination mark on his or her arm the delay will be apparent. However, the railway officials have been extremely courteous and have given every assistance to the medical officer. The cars are locked with the passengers in them and the train is run out of the station under these conditions so as to prevent leaving and boarding of them by persons who might attempt to avoid undergoing the necessary operation.

There is no doubt, therefore, that although there are no passengers permitted to cross the boundary without having been vaccinated, the arrangements are not as complete as they ought to be. There should be two officers at Northport in place of one. This point, however, lies with the Dominion government and not with the quarantine officer resident here.

## If It's Catarrh Here Is a Cure.

RELIEF IN 10 MINUTES. Too many people daily with catarrh. It strikes, one like a thunderbolt, develops with a rapidity that no other disease does. Dr. Agnew's Catarrhal Powder is the radical, quick, safe and pleasant cure that the disease demands. Use the means, prevent its deep-seating and years of distress. Don't dally with catarrh. Agnew's gives relief in ten minutes. 17. Sold by Goodve Bros.

What You Get. When you buy Steele, Briggs' Seeds from your dealer you get the best seeds obtainable. They are not shop-worn seeds of uncertain age and vitality, but of reliable growth and rare quality. Ask for Steele, Briggs' Seeds, avoid substitutes. Direct orders promptly sent, safe arrival by mail guaranteed. Our instructive seed book mailed free. Send your name. STEELE, BRIGGS SEED CO. LTD., TORONTO, Canada's Greatest Seed House.



## Old and Faded Garments

### Made to Look as Good as New by the Use of DIAMOND DYES.

Mrs. William Sargent, Petrolia, Ont., says: "Your Diamond Dyes are the best I have ever used, and they have done splendid work for me. In a short time Diamond Dyes saved me ten dollars, so that I think they deserve a good word. My friends, to whom I have shown my dyed goods, say that Diamond Dyes make old things look like new. The richest woman in our town, after seeing my work, has become a user of your Dyes. I thank you for such valuable money-savers as Diamond Dyes."

## GREAT NORTHERN RAILWAY

### NONE BETTER

SOLID VESTIBULED TRAINS PALACE DINING and OBSERVATION CARS—NEALS A LA CARTE

Direct connection at St. Paul, without change of depot, with all trains for Chicago, Toronto, Montreal, New York and all points west and south. Close connection east and west bound at Spokane with trains of the Spokane Falls & Northern railway.

## CANADIAN PACIFIC RY.

DIRECT ROUTE. EAST—Winnipeg, Toronto, Buffalo, Ottawa, Montreal, New York. WEST—Vancouver, Victoria, Seattle, Portland, San Francisco.

## VIA SOO LINE

ST. PAUL, CHICAGO, And All Points EAST AND SOUTH. Vestibuled Trains, Unequaled Dining, Tourist Cars. Steamship service from Vancouver to Hawaii, Australia, Japan and China.

## WINTER SCHEDULE

Spokane Falls & Northern RED MOUNTAIN RAILWAY. The only all-rail route between all points east, west and south to Rossland, Nelson and all intermediate points; connecting at Spokane with the Great Northern, Northern Pacific and O. R. & N. Co.

## EFFECTIVE SUNDAY, DEC. 30, 1900.

Leave. Day Train. Arrive. 8:00 a.m. Spokane 6:40 p.m. 11:50 a.m. Rossland 3:10 p.m. 7:00 a.m. Nelson 7:15 p.m. Night Train. 9:45 p.m. Spokane 7:00 a.m. 11:00 p.m. Rossland 7:00 a.m.

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### Four Fine Fast Trains Each Way

Minneapolis and St. Paul TO Chicago and Milwaukee EVERY DAY IN THE YEAR



### THE FAST LINE TO ALL POINTS

DOUBLE DAILY TRAIN SERVICE Through tickets to all points in the United States and Canada.

H. P. BROWN, General Agent, Spokane, W. B. A. D. CHARLTON, Asst. Gen. Pass. Agent, Portland, Oregon.



Short Line Between Seattle and Chicago via Spokane, Chicago, and St. Paul. Your attention is called to the "Pioneer Limited" trains of the "Chicago, Milwaukee & St. Paul Railway."

## Atlantic S. S. Lines

Allan Line—Scilian March 27. Allan Line—Parisian March 30. Dominion Line—Dominion March 23. Dominion Line—Cambroman March 30. Dominion Line—Vancouver April 13. Dominion Line—Dominion April 27.

## STEAMSHIP LINES

San Francisco-Portland Route. STEAMSHIP SAILS FROM AINSWORTH DOCK, Portland, at 8:00 p.m., and from Spear Street Wharf, San Francisco, at 11:00 a.m., every five days.

## MONTHLY SAILINGS BETWEEN PORTLAND AND THE PRINCIPAL PORTS OF CHINA AND JAPAN

Steamer leaves Riparian and Lewiston leave Riparian daily at 1:40 a.m.; returning leave Lewiston 7 a.m. Steamer leaves Lewiston every Sunday at 5:30 p.m. for Wild Goose Rapids (stage of water permitting).

## Kootenay Railway & Navigation Company

OPERATING Kaslo & Slocan Railway International Navigation & Trading Co. Bedlington & Nelson Railway, Kootenay Valley Railway.

Shortest and quickest route to the east and all points on the O. R. & N. and Northern Pacific Railways in Washington, Oregon and the Southern States.

## Canadian Pacific Nav. Co.

(LIMITED) WHARF STREET, VICTORIA. Time Table No. 54.—Taking Effect Nov. 1, 1900.

## NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner, Lulu and Islands—Tuesday and Friday at 7 a.m. Leave New Westminster for Victoria and Way Ports—Wednesdays and Saturdays at 7 a.m.

## BARCLAY SOUND ROUTE.

Steamer leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quatsino and Cape Scott.

## O. R. & N. OREGON SHORT LINE

THE ONLY LINE EAST VIA SALT LAKE AND DENVER. TWO TRAINS DAILY SHORTEST AND QUICKEST ROUTE.

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