

held on to the seat, however, with one hand—a precaution which saved him from being thrown beneath the wheels of the conveyance, and the driver succeeded in stopping the horse a few yards from the spot where the accident occurred. By this time Mr. McCulloch's uniform was a good deal damaged, and the arm by which he hung to the seat was badly contused by coming in contact with the moving wheels.

A line was formed on the north side of the Champ de Mars in the following order:—The Skinner ladder, four hook-and-ladder carriages, three steam engines, two salvage waggons and twelve reel-carriages. The Seigneurs street engine was the object of general admiration. It is a new engine of massive construction and of great power. It is a beautiful object in itself, and was the leading feature of the exhibition. After each engine and carriage had been carefully inspected, the Skinner ladder was elevated into the air, and two firemen and a citizen ascending to the topmost rung were heartily applauded for their hardihood. After this the brigade went round the field in quick time, to the admiration of the spectators, and finally left the grounds by the Gosford street entrance.

Since the fire at Victoria square it has been freely stated that the Skinner Ladder would not reach to the top of Clendinneng's building. Alderman Hood, in order to demonstrate the erroneous nature of this statement, directed that the Skinner Ladder should proceed to the scene of the late conflagration and prove beyond all possibility of doubt that the contrivance in question was capable of all that was claimed for it. The order of Ald. Hood was carried out. The ladder was placed in position on Victoria square, and several men, bearing with them a hose, ascended to the roof. A stream of water was thrown upon the ruins, and thus was set at rest all further controversy upon a much disputed point.—*Gazette*

The St. Ann's Church Fire Alarm ordinary to the bell has now been in the hands of a firm for repairs for twelve weeks, during which time the firemen and police have been compelled to remain in ignorance of the locality of fires unless they could learn it from some of the neighboring districts.

Every day the police on duty in the district complain of the inconvenience caused them by the absence of the fire alarm bell from St. Ann's Church.

Winnipeg spends \$150,000 for fire appliances during 1882 beyond the annual cost of maintenance and salaries. This will give the capital of Manitoba four steam fire engines, three chemical engines (one single and two double cylinder), one hook and ladder truck, five horse hose reels, and 8,000 feet of hose.

The brigade consists of thirty-five men with seventeen horses at their command.

Three fire halls are under construction, and twenty-two water tanks, holding thirty thousand gallons each, in addition to seven public wells.

The Fire Alarm Telegraph has three circuits, eighteen miles of wire and thirty alarm boxes.

Keep the whole system in order and the drill frequent, and you have good reason to feel proud of your achievements, and with your good leadership will probably increase in keeping fire disaster away.

## TO FIRE AND LIFE ASSURANCE AGENTS.

AGENTS WHO WOULD LIKE TO ADD A GOOD

## ACCIDENT AGENCY

To their Business should apply to the

## SUN LIFE ASSURANCE CO. OF CANADA.

Its accident policies are the most liberal known; and its settlements are prompt and satisfactory. Commissions liberal.

Montreal, August 5, 1882.

**B. MACAULAY, Manager.**

## WATER WORKS NOTES.

**London.**—The new pumping engines manufactured in Hamilton for the water-works, and calculated to supply 2,000,000 gallons a day, were started on the 15th inst.

**Woodstock, Ont.,** boasts of a "perfect system" of water works. We purpose next month to offer a few remarks on the perfecting, and to point out to our Woodstock friends wherein they can make a nearer and a clearer aim at perfection than they have achieved at present.

**London East.**—The by-law empowering the Council of London East to build a comprehensive system of water works was voted upon by the residents on June 24th, and resulted in 167 for and 11 against. The Council were instructed to build the works by 143 ayes to 21 for commissioners.

**Yorkville.**—The present water works draw their supply from a reservoir fed by springs, and the supply thus obtained is quite insufficient for summer consumption, to say nothing of the possibility of being called upon to cope with a large fire during the dry season. The corporation and the citizens are fully alive to the immediate want of an adequate supply for all purposes, and we should be glad to record that active steps are being actually taken to guard against the possibility of failure of protection in this thriving suburb of Toronto.

**Dundas.**—advertiser for tenders to construct water works, to consist of a reservoir, pumping station and machinery, and a system of distributing pipes and hydrants. The saying that "a burnt child dreads the fire" finds another application here, and no town has better facilities for a good water supply than Dundas. We may add also that as her appliances for protection against fire are now practically nil, no town can be named that more needs an efficient system of water works, hose and fire brigade organization.

## Life Insurance Incident.

**Mr. Anson Mills,** reported in the *GLOBE* as having been run over on the Hamilton & Dundas Street Railway the other day, and who afterwards died in the evening in the City Hospital had fortunately, on July 3rd, taken out a life policy in favour of his wife. On the 19th he paid his first premium, and within a week after he made this first payment he had met with this accident and was a corpse, and also the life insurance money paid to his mourning wife.

## MARINE INSURANCE FRAUDS.

It is understood that representations have been made to the Department of Marine and Fisheries by a number of United States underwriters to the effect that a number of Canadian vessels have been fraudulently operating against their interests. As an instance they mention the case of the schooner *Alexandra*, of Nova Scotia, recently towed into New York as a derelict vessel, and entered as such at that port. While the manifest and clearance papers of the vessel showed that she left a West Indian port with a full cargo of molasses, yet when pumped out at New York it was found that ten casks, supposed to contain molasses, were filled with water, although insurance had been effected to the full value of the alleged cargo of molasses in both Philadelphia and New York offices. Several somewhat similar cases are mentioned. The investigation which will follow here will be watched with considerable interest by shippers and underwriters.—*Globe*.