WONDERFUL EFFECT OF FRUIT.

"Fruit-a-tives" (Fruit Liver Tablets) are concentrated fruit juices. And it is these fruit juices that cure Constipation, Biliousness, Headaches, Indigestion, Palpitation of the Heart and all Troubles of the Stomach and Kidneys. A leading Ottawa physician discovered a process by which he could combine the juices of Apples, Oranges, Figs and Prunes and by adding another atom of bitter principle from the Orange peel, completely change the medicinal action of the fruit juices, giving the combination a far more powerful and more beneficial effect on the system. "Fruit-a-tives" are tablets made of this combination of fruit juices—and they have made most wonderful cures of Stomach, Liver and Kidney Troubles and of Blood and Skin Diseases. 50c a box.—Ask your druggist.

Citizens Demand Quick Action

Meeting at City Hall Urges Government to Provide Life Saving Stations.

Series of Resolutions Passed Outlining Scheme For Better Protection.

In response to the summons or his worship the mayor about 800 of the citizens of Victoria literally packed the council chamber of the city hall last night to discuss the lamentable wreck of the S. S. Valencia and to pass a series of resolutions with reference thereto.

In one respect it was certainly one of the most unique meetings ever held in the city, as the whole series of resolutions were passed without a dissentient voice. This was due to the fact that every person present was deeply impressed with the gravity of the situation and more anxious to arrive at some conclusion which would prevent the recurrence of similar catastrophes than to indulge in speech-making. As a result the meeting took more of a conversational turn in which seafaring men were to the fore, giving important information as to the dangers of the coast and the best means of meeting the situation. The resolutions carried embodied all the practical suggestions made and before being forwarded to the government are to be revised by Joseph Peirson, J. P., who acted as secretary.

Mayor Morley's Address

Mayor Morley in opening the meeting referred in sympathetic terms to the feeling of deep sadness felt by every member of the community in contemplating the loss of more than 100 precious lives sacrificed in the wreck of the Valencia. He said that there had been a meeting of the Merchants Service Guild to discuss from a seafaring point of view the situation on the coast. He had also called a meeting yesterday afternoon of shipping men at which there were present the following: Capts. Parry, (H. M. S. Egeria,) John Irving, Grant; McKeit, Richards, Macauley, C. E. Clark and Buckham, Alderman Vincent, H. B. Thompson, H. J. Marsh, Joseph Peirson and Phillips. These gentlemen had gone carefully into the whole situation and had outlined a set of resolutions which he would submit.

He referred to Captain Parry's heartfelt interest (applause) and the valuable assistance which he had rendered. He said:

"As a result of these meetings resolutions were drafted by the Merchants Service Guild and completed at the preliminary afternoon meeting. I take pleasure in laying these resolutions before you for consideration."

He then read the following:

Resolutions

"Resolved (1) That the government construct a road along or near the edge of the cliff or sea wall with bridges over the streams and ravines, the road to extend from Cape Beale to Port San Juan with five stations, with shore patrol between Carmanah and Beale where mortar and rocket apparatus will be kept the road being for the purpose of moving the apparatus up or down the coast to the scene of a wreck wherever it may be; such stations to be equipped with telephone instruments.

"(2) That the Dominion government construct or procure two life boats similar to those used at San Francisco, having one stationed at Port San Juan and the other at Bamfield creek. The life boats referred to to have gasoline engines enclosed in water-tight compartments.

"(3) That the Dominion government put in commission a small powerful steamer constructed somewhat on the tug-boat type equipped with searchlights, to patrol the coast and having wireless apparatus on board so that she can be communicated with at all times, from Cape Beale or any other place where it may be deemed suitable to erect a wireless station.

"(4) That the telegraph system be extended further north on Vancouver Island and connecting the stations and Sechart, also a powerful steam fog whistle be placed at Cape Beale.

"(5) That a light be erected between Carmanah and Cape Beale.

"(6) That a list of wrecks on this part of the coast with the number of lives lost during the last ten years accompanying this resolution and that this resolution be forwarded to the minister of marine and fisheries and a copy to each of our representatives and senators also to the municipalities of Vancouver, Nanaimo and Ladysmith with a request that they will endorse the same.

"(7) That a copy be sent to the Provincial government with a request that they support its recommendations.

"(8) That the life saving stations be manned by seafaring men.

"(9) That the provisions of this resolution be extended as far north as Clayoquot with the addition of two similar stations."

An Occasion for Work

"I feel this is an occasion for," said the mayor in continuation "work and not talk and I hope tonight you will bend all your energies to action. Just two years ago a similar meeting was held but we now realize that we did nothing of any value and I sincerely hope that we shall leave no stone unturned until we accomplish the objects of the resolution," he concluded.

A letter from the lord bishop of Columbia was read regretting his inability to be present.

Captain Curtis R. N. (retired) suggested that subscription boxes be placed on all local passenger ships and also in the cities so that funds might be collected. He asked the audience to join in an expression of sympathy to those whose friends were lost and also to Mrs. Johnson, wife of Captain Johnson of the Valencia.

W. H. Marcon expressed a feeling of deep sympathy. "The coronor of the inquest on the bodies of those lost in Clallam disaster tried to keep out certain evidence. If you had heard the stories of different sailors who came to my office and told of the rotten conditions it would horrify you. I joined the board of trade and to their everlasting disgrace they turned a resolution down that I tried to secure for the inspection of sealing vessels. It was a question of

Trader's Interests vs. Human Lives

He then introduced the following resolution:

"Resolved that this meeting of the citizens of Victoria request the Federal government to immediately issue an order-in-council to provide for a thorough inspection of all vessels including sealing vessels by a qualified inspector and that such rules and regulations that the department may deem wise shall immediately come into force in order to protect the lives of sailors."

James D. Wallace for 15 years a sailor on the sealing vessels plying from this port gave some personal experiences of the rottenness of the vessels engaged in sealing.

At this point, as a large number had come in since the opening of the meeting the chairman re-read the resolutions already laid on the table.

C. H. Lugrin said that he appeared at request of Ralph Smith, M. P., who gave the speaker assurance over the long distance telephone yesterday of his willingness to give the movement his strongest support, as also Mr. Sloan M. P. They should ask Vancouver, Nanaimo and Ladysmith to assist in obtaining support. "It is a crying shame" he said, "that Victoria is threatened with a ship—the Whatcom—very little better than the ill-fated Clallam to run in these waters. He recited the fact that he had protested against the Whatcom being used in rough weather and he did so again. He moved the resolution which was seconded by ex-mayor Redfern.

Ex-Governor Dewdney

Hon. Edgar Dewdney was the next speaker. He was heavily interested on the west coast of the island and for this reason he took special interest in the meeting. He thought by some means they could warn ships at further points—out from light houses and fog horns which have proved insufficient; for instance, by firing heavy guns that would be heard far out at sea and so warn and prevent the possibility of ships coming on the reefs. If a gun or two were used he believed it would accomplish something.

Capt. Wallace Langley said he was one of those who went down on The Queen to try and lend assistance to Valencia. "We saw where there might have been assistance rendered if we had had a suitable boat. We went in near enough to see the people on the wreck and spoke the Czar, which went in a short distance and came out. The Czar said it had to report to the Salvor (who never saw the wreck up to that time) and they both went to Bamfield—doing nothing. Just at this time the City of Topeka came and relieved us."

He read the draft resolutions drawn up at the afternoon meeting. In this connection he told the audience that one of the best points to establish a light house was at the identical spot where the Valencia was sunk. At this point an electric search-light throwing rays into air would be of great service as it was a most dangerous place.

Rev. Elliott S. Rowe took the platform and said the department of marine when it knew the resolutions were made by competent men—by Merchants Guild—would take greater cognizance of facts.

James E. Sutton, a resident of the West Coast for 15 years, said the resolution provided only for equipment as far as Cape Beale but it should extend to Clayoquot with two more stations for life boats and appliance. He offered the suggestion as an amendment.

The Resolution Passed

The main resolution with amendments were passed unanimously.

A Preamble was added to Mr. Marcons' resolution providing for an inspection of sailing vessels.

Mr. Marcon said the resolution was framed for protection of the sealers.

Hon. Edgar Dewdney in closing the meeting asked that a resolution be passed offering thanks to those who went out to the wreck including the volunteer crew from H. M. S. Egeria.

His worship said that the Puget Sound Tug Boat company, owners of the tugboat Lorne gave the use of vessel free to the city. He thought it was a very generous act and that a vote of thanks should be sent the company. This was carried unanimously.

Mayor Morley was also tendered the thanks of the meeting for his energetic services in the matter of securing the tug and calling the public meeting.

THEATRE TICKETS SALE.

New York Legislature Considers Bill to Regulate Matter.

Albany, N. Y., Jan. 26.—The question of sale of theatre tickets has come again before the legislature in a bill introduced today by Assemblyman Kavanaugh making it punishable by a fine of not less than $250 or more than $300 or by imprisonment for not less than six months or more than one year or both for a person owning or managing a place of public entertainment and amusement to discriminate against any person or class of persons or to allow tickets to be sold at other places at a higher rate or in any way directly or indirectly to allow a greater price to be charged for tickets or to refuse to sell to any person a ticket or an unsold seat.

GREEN-EYED MONSTER.

Fatal Shooting Results From Conviviality in Cider Shop.

Coatesville, Pa., Jan. 26.—Thomas Walley was arrested today at Downington charged with the shooting last night of Joseph B. Carpenter and his wife. Carpenter was killed almost instantly and his wife is in a serious condition at the hospital. Testimony at the coroner's inquest today was to the effect that the woman had spent the evening at a cider shop near her home. Walley, who was there, interposed, and a quarrel resulted, which resulted in the shooting.

It is said that Carpenter was jealous of Walley.

Report on the Health of City

Conclusions of Dr. H. Robertson Presented to the City Council.

General Conditions Excellent—Some Important Recommendations.

The board of health, consisting of the whole council, under the chairmanship of Mayor Morley, sat at 8 o'clock Thursday evening, and after the reading of the minutes presented their report, as follows:

Victoria, Dec. 31, 1905.

To the Board of Health:

Gentlemen—I have the honor to submit my annual report for the year 1905. In doing so, I wish to say that it is a source of great pleasure to this department to state that the general health of the city appears to be still improving, if one is to judge by the records of the department, and it would seem that in the not distant future the city will be almost entirely free from infectious and zymotic diseases, if the improvements in drainage and sanitation keep pace with our growth as a city.

As shown below, the number of cases of diphtheria in 1905 was identical with that of 1904, viz., 18; but this year there were no deaths therefrom. A slight increase is, however, noticeable in scarlet fever cases, though with only one fatal termination. Of this malady there were 50 cases.

These results have been due in a not unimportant measure to the causes noted in my former report.

The continued extension of the admirable system of sanitation inaugurated in this city a few years ago has this year provided drainage and sewerage in districts hitherto unprotected in this respect; and the result has been, as previously pointed out, a marked decrease in the number of ex-anthemata from the districts in question.

Sewerage construction in 1905 comprised only one and one-half miles; but as sewers were laid in districts where much benefit resulted, their construction was of importance.

The following table shows the mileage constructed during the past four years:

Years.	Miles.
1902	1.50
1903	7.38
1904	7.57
1905	1.50

Lazaretto.—This having been taken over by the provincial government on 1st January, 1905, the same has passed out of my jurisdiction. I understand, however, that efforts are being made by the province to have the colony (now numbering six) removed to Tracadie, N. B.

Smallpox.—Not a single case of smallpox occurred within my jurisdiction during the past year.

Infantile Complaints.—As predicted in my former report (1904) the prevalence of whooping-cough seems to be on the wane. I regret, however, to chronicle three deaths during the year.

Isolation Hospital.—The service rendered by the staff of this institution has been satisfactory, and the following cases have been treated there:

Diphtheria	17
Scarlet fevel	36
Syphilis	2
Measles	2
Chickenpox	1

On previous occasions I have urged that a scale of fees be adopted for this institution, but as yet no action has been taken. The present regulations are unsatisfactory, inasmuch as there being no fees set the officials have nothing to guide them in charging those who are quite able and willing to pay, and much revenue is thus lost to the city. With a proper scale in force the hospital would in time become practically self-supporting, or, if not, at least maintenance charges and cost of needed improvements would be met. Many of those availing themselves of the facilities of the hospital are able and willing to pay (and these form the majority), and delay in fixing the scale of fees is simply to lose a revenue that can be had for the asking.

Bubonic Plague.—This scourge has not yet made its appearance in Victoria.

Attached is a list of deaths, with their causes, omitting those bodies brought to Victoria for interment.

You will note that on a basis of a population of 22,500, the death rate was 10.57 per 1,000.

I wish to asknowledge the courtesy and kindly assistance given me by the various civic officials with whom I have come in contact during the year.

Sanitary Officer Wilson's enforcement of the quarantine regulations has had its effect on the health of the city.

HERMANN W. ROBERTSON, M. D.,
Medical Health Officer.

cmfwyp shrd etaoi shrdlu cmfwyp ap

Dr. Robertson stated that in the isolation hospital at the moment there were three cases of scarlet fever at the expense of the city and there at the expense of the provincial authorities. There were four houses of scarlet fever quarantined in the city.

Ald. Vincent pointed out that the provincial cases being outside the city, unduly swelled the statistics of epidemic diseases and to that extent were unfair to the city. He also objected to the assessment of 23,500 as to the population. He thought it was much higher and as it was only an estimate it should not go forth.

Dominion News Notes

Arranging Details of Forthcoming Visit of Duke of Connaught.

Funeral of Late Hon. R. Prefontaine at Montreal an Imposing Ceremony.

OTTAWA, Jan. 25.—Mr. Stewart, superintendent of forestry, has been in communication with the Canadian Pacific Railway Company relative to tree planting along the railway lines on the prairies. Mr. Stewart has made a report to Sir Thomas Shaughnessy, and it is likely that some thousands of birch trees will be sent out to the Northwest in the spring.

Col. Hanbury-Williams has notified the mayors of the different cities of the Dominion that in connection with the forthcoming visit to Canada of Prince Arthur of Connaught, only one address will be received in each place visited by His Royal Highness, namely by the mayor and corporation on behalf of the citizens. Copies must be sent in advance to Ottawa.

The executive of the Dominion Rifle Association will not fill the vacant treasurership for the present, as the annual meeting will be held early in April and the appointment will then be made by the association.

Agent Larke reports that the Australian exportable surplus of wheat this year will be 30,000,000 bushels. While conditions generally in Australia and New Zealand have improved, there are still many enquiries from persons in both colonies who purpose moving to Canada. Mr. Larke also reports that United States manufacturers are reducing the prices of their goods to meet the preferential tariff in New Zealand. The Commonwealth parliament was prorogued without taking any action on the Canadian reciprocity proposals. Mr. Larke says: "Australia has enacted a law to which exporters should give attention. It imposes a penalty of £100 for the importation of goods which, by label or otherwise, bear false trade description, either as to nature, quantity, place of production or name of the manufacturer. The act applies to the importation of food, medicines, beverages, fertilizers, apparel, jewelry, seeds and plants."

Trade With the Colonies

A trade report from Jamaica says the government there will shortly revise the customs tariff by lowering the rates on the necessaries of life at the cost of imported luxuries. The 6 per cent. surtax imposed last year is being withdrawn. An experimental shipment was made to Vancouver of 5,000 tons of Jamaica raw sugar, on which the vendors realized a better margin than they got from their sales to refiners on the Atlantic Coast.

Mayor Keary of New Westminster is in the city.

Fire in Montreal

Montreal, Jan. 25.—Fire broke out shortly after 3 o'clock this afternoon in a building at the corner of St. James street and Victoria square, occupied by John Fisher, Son & Co., wholesale woolens; Allan Bain, wholesale drygoods; Belmhart Manufacturing Co., fancy goods, silverware, upholstery and drapery goods; a retail branch of the Campbell Clothing Co. and other establishments. The building and contents will likely prove a total loss.

Grand Arch Masons Meet

Toronto, Jan. 25.—At the annual meeting of the Grand Arch Masons yesterday, Messrs. J. W. Morris and Charles H. Grandon were appointed superintendents respectively of British Columbia and Nelson-Kootenay districts. The membership report showed that 1,271 were admitted and there was a net gain of 1,084. The audit committee reported receipts of $11,077 and a balance in bank of $4,552; assets, $29,558; liabilities, $500, in outstanding accounts.

Broke Alien Labor Act

H. Polman Evans, manager of the Union Life Company, was this morning fined $50 for breach of the Alien Labor Act by engaging an American insurance agent.

Tackmakers to Be Prosecuted

Eight tack manufacturers will have to stand trial at the assizes for alleged conspiracy to restrict trade. They are as follows: James Hardy and Thomas Jenkins, Toronto; William McMaster and H. M. Blacklock, Montreal, of the Montreal Rolling Mills Co.; E. A. Fry, of Peck, Benny & Co., Montreal; F. H. Whitton, of the Ontario Tack Co., Hamilton; J. W. Bruckhoff, of the Portland Rolling Mills, St. John, N. B., and W. H. Woodhall.

Five Years for Manslaughter

Domico Taberinto, an Italian, who was arraigned on a charge of murdering Amos Marlowe at Young's Hotel, Mimico, on September 22, 1905, and who pleaded guilty of manslaughter, which plea was accepted, has been sentenced to five years in the penitentiary.

To Reorganize York Loan Co.

About 1,000 shareholders of the York County Loan & Savings Company last night voted in favor of the reorganization of the concern. The scheme as outlined favors an application to the legislature for an act to empower the shareholders to take the affairs of the company out of the hands of the liquidators and develop the assets themselves.

BRAINS AND BRIDGE.

(Mr. Basil Tozer, in Monthly Review.)

Does aptitude for card-playing denote general intelligence? The question was asked in the course of general conversation among the guests at a country house-party where several men and women of distinction, and admittedly intellectually brilliant, were present. In less than ten minutes a controversy almost as fierce as if some vital point to do with politics or religion had been broached was in full force. Nor did it abate. But for the fact that the hour was past midnight, and that many hundreds of pheasants awaited their doom next day, the discussion would in all probability have grown more and more heated, and have been prolonged into the small hours of the morning. This incident it was that first opened my eyes to the deep interest taken in the question, and that led ultimately to my writing personally to a number of men I deemed to be in a position to express an impartial opinion upon the subject, and likely not to be averse from doing so.

Among the first reply was Mr. F. G. Aflalo, F.R.G.S., F.Z.S., editor of the well-known "Encyclopaedia of Sport"—a man of the world, whose opinion may be deemed to carry weight.

"Your question," he writes, "is not easy to answer, and to myself, who have not touched a card for ten years, and who finally gave up a habit that had never been very strong before the modern cult of bridge fell heavily on the land, it presents peculiar difficulties, since, as might not unreasonably be averred, nothing is more gratifying than to condemn a weakness which one is free of.

"Still, with this personal confession by way of preface, I shall not hesitate to reply emphatically in the negative. And, as there is some danger of confusing the issue, let me clearly state that my opinion is not intended to cover the incompatibility of general intelligence, even of brilliant intellectual attainments and a passion for cards; for the history of the period covered by the Greville Memoirs not to mention the personalities of several players among my own acquaintance, would unequivocally repudiate such a postulate. All that I can take your question to mean is, whether cleverness at, let us say, bridge (for the term bridge and cards are become, in an age that lacks both humor and sense of proportion, almost synonymous) is in itself a symptom of intelligence in other matters. To this let me say, so far as a merely personal opinion is worth anything, that it most certainly is not.

"Let my card-playing friends forgive me if, waiving personal points of view, I suggest that any one who thinks otherwise should, if he happen to be a judge of physiognomy, correct his illusion by spending half an hour in contemplation of the faces gathered round the table in the card-room of his club. If this experience bring no cure, then let him take a bridge-girl in to dinner and hang on her conversation. Her simpering grandmother, who worked in colored silks and hid her maidenly blushes behind a shower of ringlets, was a Minerva to her! The bridge-girl wears, as a rule, neither ringlets nor blushes, but is a hard-featured, calculating, nervous, nail-biting product of ultra-emancipation, and her 'general intelligence' is in all probability on a level with that of the kohl-eyed plaything that eat sweetmeats in Eastern harems, and peer out on the world of freedom through barred windows. She has no longer any taste for music, or the play, or the picture-gallery. The mid-day sun, like the midnight lamp, finds her staring at the cards or thinking of them. Dinner, which, in a more cultured and less hurried age, was a period of pleasant nutrition and brilliant conversation, is to her an interlude of boredom, through which she sustains herself only with dreams of the winning hand that will presently be hers."

In striking contrast to this equitable expression of opinion are the views of five bridge-enthusiasts—"violent" is the only adjective that would seem to fit the case—to whom my letter of inquiry appears to have acted as an irritant. "Your question (and clearly you are a non-player)," writes one, "is too preposterous to answer." He then goes on to answer it: "In my opinion a man who cannot play bridge or poker must be next door to a fool." It is gratifying to know that he is not a neighbor. "Yes," replies my next correspondent, "I do most emphatically think that want of aptitude (sic)"—what does this "sic" mean here?—"for card-playing denotes lack of 'general intelligence,' whatever that may be." My third correspondent of this set is a retired infantry officer, who has spent many years in India. "I don't know who you are," he writes, "and I have no wish to correspond with strangers, but all I can say is that I have played cards as far back as I can remember, and the fact of my now holding the position I am in should prove that I have ordinary intelligence at any rate." I don't think it necessarily proves anything of the kind, but having no desire to storm the position he now holds I give him the benefit of the doubt, stipulating only that his claim to "ordinary intelligence" be not taken to include ordinary courtesy. The two remaining letters of the five are written in much the same strain. Why these five inflammable gentlemen should have taken it for granted that I am under the impression that aptitude for card-playing does not denote general intelligence I can't think. * * * the conclusion to be arrived at * * * would seem to be that, though a natural aptitude for card-playing may not necessarily denote the possession of natural general intelligence in any high degree, yet a careful, methodical and judicious course of training in the art of playing games of cards such as whist and bridge, that require brain-power and thought-concentration, is bound to strengthen the intellectual powers of any man or woman of average ability, and thus presently lead to a direct increase in his of her share of general or ordinary intelligence.

ENLARGING THE ASLYUM.

Important Improvements Completed at New Westminster Institution.

Some important improvements are just being completed at the Provincial Hospital for the Insane. An entire new ward has been added, and in order to do this the heavy roof and tower on the top of the two-storey brick building over A ward was raised and another storey added. It required forty-eight builders' jacks to raise the roof and it was a rather remarkable builder's feat.

The new ward will be used as a hospital ward, and a most improved fire-escape has been built in connection with the ward, so that all patients can be carried out without trouble. The ward is all complete except for the interior furnishing, and will be ready for occupation within a few weeks. It will provide accommodation for forty more patients.

A most modern and complete system of fire alarms has just been installed throughout the asylum buildings, and will be connected with the city system just as soon as the necessary permission is secured. It is known as the Gamewell system, and is the only one of the kind in Western Canada.

The system is most complete in every way, and it will be possible to ring an alarm from anyward. When an alarm is rung it is also sounded in every ward and in the nightwatchman's quarters, thus immediately warning all parts of the institution. At the same time an alarm is rung in to the fire department.

In addition to this a new six-inch water main has been laid into the grounds. Pilot lights have also been placed in all the hallways and dark passages of the building.

CAUCASIAN REVOLT.

Trouble in Southern Russia Again Becomes Acute.

St. Petersburg, Jan. 26.—Railroad communication with the Caucasus generally has been restored. The revolutionists of Guria and Mingrelia are retiring to the mountains obstinately resisting the advance of the troops. The revolutionists who were driven from Kwilera returned yesterday and fought a regular battle advancing on the troops. Other severe encounters are reported. Several towns beside Kwirela are in revolt.

A revolution has broken out in the northern Caucasus. The people of Ekaterinodar have risen and are making frequent raids. A large detachment of Cossacks have been sent to restore order. Advices from Ekaterinoslav south Russia, say that the inhabitants of several villages in that vicinity have been rioting and engaging in various excesses, making it necessary to emply artillery to subdue them.

The government has been relaxing its repressive measures since January 22. Many of the persons arrested have been released, and the right of assembly will be restored.

PATENT OFFICE REPORT.

Washington, Jan. 26.—The annual report for the half year 1905 of the commissioner of patents shows a remarkable increase during the past year. In 1905 there were received 54 applications for mechanical patents, 781 design patents, 156 re-issues of patents, 16,224 applications for registration of trade marks, 1,068 labels and 647 prints. There were 30,270 patents issued, including designs. The total receipts were $1,806,758, the expenditures being $1,489,633. Nearly all the countries in the world are represented in the list of patents issued, Germany, England, Canada and Austria-Hungary leading.

EXPRESS TRAIN WRECKED.

Open Switch in Central Vermont Results in Smashup.

Burlington, Va., Jan. 26.—The New England State limited, an express train bound from Boston to Montreal was wrecked tonight at Bolton twenty miles from here, by running into a switch which is thought to have been opened with malicious intent. Six cars left the rails and were practically demolished but none of the passengers or trainmen were seriously hurt although several persons received severe injuries. The accident occurred at 7:10 o'clock tonight on the Central Vermont.

SAVING LIFE AT SEA

Thomas E. Curtis In The Strand, March, 1904

No one, it seems, wants to meet Mr. Davy Jones. It is, in fact, on account of the social ostracism to which this abhorred personage has been subjected that from time immemorial—that is, from the time when Noah safely landed his passengers on Ararat—inventive man has concocted all sorts of schemes to avoid him. Those who go down to the sea in ships know through hearsay of his formidable power, and, if they have not up to the present been wholly successful in their labors, they have at least done considerable to set him thinking.

We refer, of course, to the various inventions that have been tried for saving life at sea, of which inventions, by the way, there are more than one can count. Some, like the piece of common cord which one uses in swimming lessons to support one's self upon the water, are inexpensive; others, like the lifebelts to be seen upon the decks of modern steamships, are more elaborate contrivances and cost much money.

All have their merits, but some of them have been found wanting; and it is owing to the defects in trial and practice which some of them have shown that keeps the present-day inventor hard at work on schemes to overcome the perils of the sea. Each inventor knows that a perfect life-saving apparatus means fortune. Will the day ever come when such a perfect apparatus will be found?

There seems a possibility that this question has already been answered. In this article we deal with a few contrivances of diverse nature which have appeared in trial to meet all demands. The tests which have recently been made upon them have attracted wide attention from the public, who, as ever, are keenly alive to any improvement on the old-fashioned life-saving contrivances which oft have failed to save life. Had any one of them been generally adopted by the mercantile marine of the world, we dare say that the loss of life at sea would have been diminished by nearly one hundred per cent., or, to put it in other words, there would have been no loss at all. The sacrifice of life in connection with the marine disasters of the past has been due as much to the absence of life-saving apparatus on board as to the defects in the apparatus.

This latter point is brought out in a comment made by Captain W. F. Kilgore, of the United States revenue service, upon the useful Carley lifefloat illustrated in this article. "It is the only device," he says, "that has ever come to my notice that offers absolute safety to its occupants in case of disaster at sea. In many recent accidents, in which a great many lives have been sacrificed, had this device been on board I believe almost all the lives would have been saved; especially in the case of the Islander, which was lost near Douglas Island, Alaska, in 1901.

"I was detailed by the government to inspect and report upon this disaster, and found that through the inadequacy of the life-saving devices on the ship the loss of some fifty lives within a few hundred yards from shore was the result. The need, in cases such as the Islander, of an apparatus that can be used without davits or machinery, or by passengers or crew, is apparent."

This lifefloat, spoken of so highly by one who has had so much practical experience, is a simple thing when you look at it. It consists of a copper tube, elliptical in form, with many air-tight compartments, strengthened by compressed cork and bound with canvas which, covered by non-corrosive paint, is absolutely waterproof. Attached to the tube is a rope netting three feet deep, from which is suspended a canvas and wooden bottom. This bottom, or floor, falls through the copper tube in such a way that, no matter how it strikes the water, the lifefloat is right side up. Oars and signal flags are lashed to the tube. Shipwrecked persons can stow themselves inside the buoyant cylinder and are there safe from the perils of sweeping waves. The craft cannot capsize, collapse, or sink, and it is so built that two can handle the largest size float, capable of sustaining forty-five persons, over the bulwarks of a ship, so that anyone within nearness of it can get into it by means of the buoyed lifelines stretching for yards in every direction from the float. It is so strong, moreover, that it can sustain five thousand pounds of weight.

An exhibition of the qualities of the Carley lifefloat has been at different times successfully held. On one occasion the float, after having been tossed into the water by two men, was filled by eighteen persons, who jumped into the water after it. They then climbed upon one of its sides, with the idea of turning the float over; but it kept on an even keel and floated with the tide. All efforts to capsize it were ineffectual, and although the float was built to accommodate fifteen persons only, the eighteen men found no difficulty in finding safe accommodation in their mock fight against disaster by sea.

In stating that the Carley lifefloat is the only apparatus which has ever come to his notice that has more capacity than the rating allowed, Captain Kilgore says: "There is a point bearing on this in the laws of the United States upon which the capacity of lifeboats and rafts is based which is, I believe, arbitrary and, I might say, criminal. This is, that the capacity of all lifefloats and rafts is based solely upon their buoyancy without regard to the space required to carry the number of persons for which they are certified; that is to say, the law requires that all lifefloats and rafts must have an actual buoyancy of one hundred and eighty-seven and a half pounds on oceans, and one hundred and fifty-six pounds on bays, rivers and sounds, for every person allowed.

"As a result of this rule all liferafts are rated to carry at least one-third more persons than there is space safely to accommodate them.

"The English regulations on this point, while requiring practically the same amount of buoyancy, have an added clause which says: 'Provided always there is sufficient space to safely accommodate the number of persons for which the raft is certified under the rules.' The effect of this proviso practically forbids the use of the ordinary liferafts upon vessels under the British regulation."

A variation on the liferaft is the collapsible lifeboat, invented by Captain Vlademar Engelhardt, of Copenhagen, Denmark, which had its first trial in American waters off the pier of the North German Lloyd Line in Hoboken, over a year ago. The object of this useful invention is to provide a float to accomodate thirty people, which can be folded up to occupy very small space, and be available for immediate use. Unlike ordinary collapsible boats, which must be extended before they are put into the water, the Engelhardt boat may at any time, either in or out of the sea, be given the shape of a boat which will neither capsize nor sink even when filled or overcrowded with people, allowing accommodation besides for provisions and water. When folded the boat has the appearance of a raft, the collapsible sides being of canvas, between the ribs of which are placed layers of cork. The boat is provided with a mast, sails, and oars, and a lever raises the folded sides of the raft when it takes the shape of a boat.

In one of the tests the boat was thrown roughly into the water, after which twenty longshoremen jumped upon it. One of the men, who was inexperienced, accidentally touched the lever and in ten seconds the rude-looking raft was transformed into a lifeboat. The occupants then did their best to upset it, but unsuccessfully, owing to its strength and buoyancy. The tests demonstrated to the satisfaction of everyone that a folded-up boat such as this could be instantly launched, could strike the water after a drop of sixteen feet, and could then hold any number up to its special carrying capacity of shipwrecked passengers, with provisions and water to last them until saved by some passing vessel. In the ordinary form of liferaft the danger of being washed away by heavy seas before help comes is known to be great.

The "life-saving globe" is another useful invention, by Captain J. M. Doenvig, of Christiania, who, when master of a large ship, was wrecked off Virginia. The loss of his own family and vessel turned the captain's attention to the inadequacy of the life-saving apparatus which his own ship carried, and the result is seen in the curious craft which has been tried in several countries with complete success.

It consists of a round shell, made from light steel plates, surrounded by a cork belt, and has a flat bottom, with four tanks for use both as ballast and fresh water supply. It is fitted with compartments for preserved stores, a telescopic air ventilator, a water pump, air pump, centreboard keel, sail, rudder, anchor steel wire, and such other materials as a shipwrecked man may require. About eight feet in diameter, it will hold fifteen to twenty people and provisions for thirty days. With the small sail the boat can make some progress in ordinary weather, and with the help of paddles can be made to travel in any direction. Its form prevents it from being sucked down by a sinking ship, and it is non-capsizable.

Many experiments have been made with this new marvel of the sea. In one of these, under the auspices of the Norwegian Life-Saving Society, the inventor, with twelve seamen and three journalists, were set adrift inside the globe. When thrown overboard the boat disappeared below the surface, after which the occupants hoisted a flag to show that they were none the worse for impact against the waves. Ordinarily the boats need not be thrown overboard, for the passengers, in case of disaster, are supposed to take their places inside the sphere, which, resting on the deck of the ship, floats away on the surface of the water when the ship goes down.

Other trials have taken place at Dover, witnessed by many English marine experts, and have awakened keen interest owing to the unusual loss of life in the English Channel and North Sea during the past two years. The advantages of Captain Doenvig's contrivance over the ordinary lifeboat are that the globe cannot be swamped, and can safely carry castaways over bars and breakers on which a lifeboat could not live; that in the globe passengers are not exposed to wet and cold; and that, having neither bows, stern, nor broadside to expose to the sea, the difficulties encountered by lifeboats and their crews are done away with.

The contrivances already mentioned are those intended for the use of many passengers at one time. The life-saving apparatus invented by M. Joseph Probst, of Geneva, is one by means of which each man becomes his own life-saver. That is to say, it is a suit which, in case of disaster, the passenger can immediately don, with the assurance that, no matter how long he may be buffeted on the surface of the waves, he may exist without difficulty until picked up. The inventor has himself fearlessly demonstrated the utility of his invention by remaining in the water for a month, and by means of the food carried in the suit saving himself from starvation. His first experiments were made in the Lake of Geneva, when he remained fifteen days in the water, to the astonishment of the people of the lake city. The costume is made of India rubber, opens in the centre and is easily put on, and has nothing in its construction to confuse the wearer when trying to adjust the suit in moments of excitement. The legs and feet fit into trousers weighted at the ends, and on the outside are air-tight pockets large enough to contain lamps, matches, food stores, a trumpet, and an instrument by means of which the attacks of predatory fish may be repelled. The dress is so buoyant that nearly half of the body remains above water and one can lie down or stand up in it.

The suit, however, has not been adopted officially by any government board, possibly because M. Probst lacks the funds to push his invention. It costs no inconsiderable sum to prepare tests for experts, official and otherwise, and during the past ten years M. Probst has spent his small fortune on various inventions with scant recognition. His life-saving suit has recently been modified in order to make it stronger, lighter, and cheaper, and is now so perfectly adapted for use in shipwreck that the inventor is prepared to go to any part of the world to demonstrate its usefulness.

LIVERPOOL BANK ROBBERY.

Arrest in New York Recalls Celebrated Theft of 1901.

New York, Jan. 26.—J. Manes, alias Dick Manes, 52 years of age, a miner, was arrested tonight as a fugitive from justice. It is charged he was connected with the famous Liverpool bank robberry of December 2, 1901, in which the enEnglish institution, through forgery and conspiracy, were defrauded of more than $200,000. Subsequently $380,000 of this amount was recovered from the conspirators, the bank having sustained a net loss of more than $400,000.

While admiting his name to be Manes, the man under arrest asserts that he had no part in the affair. After being taken to headquarters and examined Manes was locked up. He will have a hearing tomorrow, and will be probably held awaiting the arrival of information from Liverpool.

The robbery planned by him at Liverpool turned on the weakness of a bank clerk, who only drew a salary of $750 a year.

R. PREFONTAINE'S FUNERAL.

Imposing Ceremony in Montreal Marks Burial of Dead Statesman.

Montreal, Jan. 25.—With all pomp and solemnity of a military funeral the remains of the late Hon. Raymond Prefontaine were borne to their last resting place in Cote des Nieges cemetery this morning. The funeral started from the city hall shortly after nine o'clock. The procession was led by the military and the police and the hearse followed, drawn by six horses heavily draped, surrounded by officers and sailors of the Canadian cruiser Canada. The cortege was composed of members of the family, high dignitaries of state and church, including a representative of the Governor-General, the Lieutenant-Governor and his staff, Archbishop Bruschesi and bishops, members of the federal cabinet, the speaker of the senate, the chief justice of the supreme court of Canada, chief justices of King's bench and superior courts, members of the privy council not in the cabinet, solicitor, general, inspector-general and staff, members of the senate, the speaker of the house of commons, judges of the supreme court of Canada, members of house of commons and of the legislature, the city council and other bodies and private citizens from all parts of the province.

The route of the procession, which was from the city hall to St. James' Cathedral, Dominion square, was thronged with thousands who stood for hours in the intense cold waiting for the procession. While the procession passed Christ Church cathedral (Anglican) on St. Catharine street, the bells were tolled out of respect to the late minister. The services at St. James was conducted by the Archbishop Bruchesi, assisted by Fathers Bernard and Cherrier.

London, Jan. 25.—A requiem mass was celebrated in the Westminster Roman Catholic cathedral today in memory of Raymond Prefontaine, the late Canadian minister of marine and fisheries. The admiralty, war office and colonial office were all represented at the service, Lord Tweedmouth, first lord of the admiralty, personally representing the navy, Lord Strathcona and Mount Royal, the Canadian high commissioner, and many other Canadians were present.

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