

BRIGADE NOTES.

Quebec.—The City Council is considering a proposal to transfer to the Chief of the Fire Brigade the whole control of the city water works, so as to place under one head not only appliances and men for fighting fire, now included in the brigade, but also the system of providing water for the firemen's use in case of necessity, so as to avoid the gross blundering that has caused so much disaster in late fires.

St. Henri.—The St. Henri Fire Brigade was put to the test on Thanksgiving Day. Several councillors and others gathered at Mr. Moseley's tannery, and an alarm of fire was given. In one minute and forty seconds the men had a stream of water pouring on the building. Mr. Moseley had promised each man a pair of boots if they accomplished the task in three minutes, and the promise was at once fulfilled.

St. John, N.B., Salvage Corps is composed of 40 volunteers, has 2 waggons, 2 horses, and 2 drivers, paid by Corporation, which also furnishes a room for use of the Corps and donates \$250 per annum for expenses.

The general outfit consists of:

19 Large Tarpaulins, 20 ft. x 20 ft.	6 Iron Standards.
12 Small do 12 ft. x 12 ft.	4 Lines.
20 Square Canvas Bags.	4 Shovels.
2 Chemical Extinguishers.	4 Lanterns.
2 Large Axes.	7 Squillgees.
40 Hand Axes.	2 Counter-Ladders.

An Amateur Company.

Mr. C. J. Thomson's friends tell this story of him; Mr. Thomson himself says it is exaggerated:

Much disturbed by fires occurring in the neighborhood, Mr. Thomson decided to organize a fire company in his family, realizing that a little precaution might save him considerable in time of danger. He accordingly thoroughly drilled the different members in their respective duties and waited, but as no opportunity for action offered, he selected a morning to give a false alarm and test their efficiency. Leaning from the back parlor window he shouted "Fire"! at the top of his lungs.

The echo of his voice had not died away, when a sofa and two chairs grazed his ear on their way downward, four oil paintings swept down the leader, a washstand and two trunks slid past him, two bed-slats and a mattress struck him on the head, and in an upward glance seeing the legs of the library table appear at the second story window, he withdrew and started up-stairs. Half way up he met the round marble slab from the centre table, which glided between his feet without a word, and struck the servant girl behind him, who was carrying the china up stairs for safety, and she and her burden landed in the hall.

Gaining the second floor he was in time to see his eldest daughter carefully remove the bureau drawers one by one and drop them from the window. Before he could speak he met a stream of water from a fire engine which took him in the face, and heard the front door being opened by the fire department axes, while the parlor windows stepped out to admit the ladders. Turning to fly he met his wife with a gridiron and an almanac in one hand, while the other was occupied with a baby and a glass of wooden toothpicks, and at the same instant there was a deafening crash, which proved to be two mirrors and the parlor stove tied together reaching the ground, while the fireman, axe in hand, inquired: "Where is the fire?"—*Detroit Free Press.*

A TRUE HERO.

Joseph A. Seeds, the brave engineer who sacrificed his own life in order to save the lives of 600 others on a runaway burning train, deserves to have his name placed high on the roll of the world's heroes. The story of his magnificent bravery, as told by the *New York Sun*, is of the most

thrilling character. The ill-fated train was composed of ten passenger-cars, containing 620 persons. The smoking-car which was coupled to the tender, was so much crowded that men stood in the aisle. The train soon began to move swiftly, and when about a mile east of the Hackensack bridge it was going at the rate of forty miles an hour. Suddenly smoke and fire poured through the front door of the smoking-car, which was open, and created consternation among the passengers. The roaring flames were swept back from the engine, and they almost hid it and the tender from sight. "Shut the door! shut the door!" was shouted, but almost immediately it flew open again, and the engineer and fireman emerged from the fire and smoke, and stumbled into the car. The train dashed on, with no one to govern the engine. Men rushed to the rear platform, and there met a frightened crowd from the next car. Others raised the windows, only to realise at what speed the train was going, and to know that to jump out would be death.

"Get to that closet," shouted Engineer Gus Seeds to the fireman, pointing to the rear of the car, "and work the air brakes."

But the passage was blocked with passengers, and the fireman found it impossible to make headway.

"What is going to be done?" asked Theodore Reeves, of Newark, of the engineer.

The latter made no reply, but rushed back through the fiery doorway, climbed upon the tender, and disappeared in the flames, although, fanned by the wind, the fire was burning more fiercely than before.

The engineer's cab was completely enveloped. Nearly a minute passed, and then the train came to a stop on the bridge over the Hackensack River, and the passengers knew that the engineer had put on the air-brakes and reversed the engine. The train having come to a stand-still, the flames now shot upward, and no longer concealed the tender. Those who stood nearest to the door saw a man's head in the water tank on the tender. Two men rushed forward, and lifted out the engineer. He had jumped into the water to extinguish the fire that was consuming him, and was found leaning, weak and only half conscious, against the side of the tank. His clothes had been burned off, and his flesh was scorched on his body and legs. From both hands the flesh hung in shreds. They dipped water in pails from the river, and put out the flames. Conductor Whelpley put Seeds on another train, and had him removed to Jersey City, where, notwithstanding the best medical attention, he died soon afterwards. Passengers who witnessed his bravery were forced to tears as they praised his self-sacrifice and spoke of the heroic act by which so many lives had been saved.—*Harper's Weekly.*

MARINE.

A new floating dry dock was launched at Toronto on Saturday, Oct. 25th. It is 210 feet long by 50 feet wide, and cost \$15,000. It is owned by the Toronto Dry Dock and Shipbuilding Company.

Life Saving Service.—The Canadian Government has established a lifeboat station at Cobourg, and a metallic lifeboat, built by Francis, of New York, has been placed there. It is fitted for four oars and a captain or steersman, and it is also furnished with a waggon, so that it can be conveyed to distant parts of the coast. Arrangements will be made for horses to take it where it may be required. A captain and crew of four will be appointed, and they will drill twice a week during the season of navigation. The men will be furnished with the most approved description of cork jackets and the boat will have life-buoys attached to it. The Municipality of Cobourg has agreed to provide a suitable boat house, where the lifeboat can be kept, ready for service at any moment.

The lifeboat for Prince Edward County, Ont., is now being constructed at Buffalo, under the supervision of the officers of the American Lifeboat Service. It will be a wooden surf