

## AUTO APPARATUS FOR THE FIRE DEPT.

No. 3 Committee Decided On Much New Equipment for London.

## AUTO FOR THE CHIEF

Council Asked to Sanction the Purchase of Up-to-Date Fire-Fighting Appliances.

Improvements to the fire department occupied nearly all the time of No. 3 committee Wednesday night, and it was decided to call for tenders for an auto for Fire Chief Aitken, capable of carrying four men and a small chemical; an auto combination wagon for eight men, and 1,000 feet of hose, in addition to chemical apparatus, and a modern aerial truck estimated to cost \$7,000.

The request of the chief and the underwriters for more men was laid over for further information as to the annual cost, etc.

Chief Aitken also recommended that the present truck be placed in the East End Hall, but Ald. Rose thought that it should be put in No. 3 station south of the tracks. In either case changes would have to be made in the hall, and the matter was laid over until the next meeting.

The Bell Telephone Company will be requested to furnish a tender for dividing the fire alarm system into two districts.

### Matter of More Men.

The question of the addition of ten men to the fire department caused a great deal of discussion.

Ald. Ashplant thought that the purchase of an auto combination wagon would relieve the necessity for additional men. A flying squadron could be sent to any locality in a very brief space, and this would put a number of men on the job early.

Men would be large, and the expense of the department was increasing very rapidly.

Fire Chief Aitken insisted, however, that the "men were needed," and Ald. Wright declared that the chief's recommendation was good enough for him. However, the other members of the committee thought that enough information had been obtained, and at the next meeting it will be taken up again.

Fire Chief Aitken submitted a form of tender for an auto for himself and an auto combination wagon, and it was ordered inserted in the local papers. Tenders must be in by Feb. 14.

### A New Aerial Truck.

The committee decided to purchase an aerial truck. The chief declared that the present one was never anything better than an experiment, and was out-of-date and dangerous. On his motion the committee decided on the purchase.

Ald. Rose was of the opinion that the present truck should be placed in No. 5 station in case a new aerial was purchased.

"All the manufacturing establishments are south of the track," said Ald. Rose. "There is not a ladder down there, and there should be."

"I would prefer to have the truck at the East End Hall," was Chief Aitken's opinion.

There was no estimate of the cost of the alterations necessary for the truck, and City Architect Sutton will be asked to report at the next meeting.

Three hundred feet of light hose for roof work were ordered, together with a fire alarm indicator for the central station.

The tender of the Helena Costume Company to heat the central fire station for \$212 a year was laid over.

"We may want to put the fire station, police station and city hall all in one," said Chairman Wright. "We had better allow this matter to stand over."

The water carts will be used to advertise hydro-electric. The water commissioners asked for the privilege, and it was granted on motion of Ald. Ashplant.

The contract for 2,000 dog tags was awarded to W. Gurd & Co., for \$24.75.

## Anaemic Mothers Here Is Relief!

You Can Enrich Your Worn-Out Blood and Quickly Renew Your Health With Dr. Hamilton's Pills.



Sufferer of Twenty Years States Dr. Hamilton's Pills Are a Real Cure.

"I can't remember any time during the past 20 years when my head was not aching. If I bent over, dark specks would come before my eyes, and it seemed as if all the blood in my body wanted to rush to the head." Thus opens the letter of Mrs. Enoch S. Spry of Putnam, N. Y., and continuing her interesting statement she says: "Work or exertion made my heart beat terrible, and going up stairs caused such shortness of breath that it fairly frightened me. My doctor told me that it was the cause of Dr. Hamilton's Pills are the greatest blood renewer on earth. I tell you how I feel today and you can understand what a great cure Dr. Hamilton's Pills have made. I feel strong enough now to work like a man, as far as going up stairs on the run, it doesn't bother me at all. I eat and sleep as any well person ought, and as for dizziness, which used to frighten me so much, it has entirely disappeared. Dr. Hamilton's Pills are a wonderful woman's medicine. They helped me in other ways, too, and I know every woman that uses them will have comfort and good health. Refuse anything offered you instead of Dr. Hamilton's Pills of Mandrake and Butternut, 25 cents per box. All dealers, or the Caturrhoea Company, Kingston, Ontario.

Those present were: Ald. Wright (chairman), Ald. Ashplant, Ald. Murphy, Ald. Rose, City Engineer Wright, Fire Chief Aitken, and Secretary Baker.

## THIRTY VESSELS TOTAL LOSSES ON THE LAKES

Twenty-Seven Persons Drowned—Only Two of Lost Ships Carrying Passengers.

Sarnia, Feb. 1. — Thirty vessels have been reported as total losses on the great lakes during the 1911 season of navigation, according to figures given in the Lake Marine Journal. Of the boats lost only two carried passengers; five were tugs; eleven were old schooners and barges; one a new steam yacht, and one a large ore-carrying steamer. The other ten were smaller steel or wooden boats.

The total tonnage of all the vessels lost was less than 20,000 tons, which is less than the combined tonnage of two of the big ore carriers, the Palmer and the Schoonmaker, which were turned out of the Ecorse yards of the Great Lakes Engineering Works. The total losses of the season follow:

Steamer John Mitchell, 4,468 tons, owned by C. W. Lipucko, Chicago, sunk in collision with steamer W. H. Mack, July 10, on Lake Superior. Three of crew drowned. Loss \$300,000.

Steamer Joliet, 1,395 tons, sunk in collision with steamer Henry Phillips, St. Clair River, near Port Huron, Sept. 22, owned by Pittsburg Steamship Company.

Steamer Turret Cape, went on rocks near Port Arthur, Canada, and will probably prove total loss. Owned by Lake and Ocean Navigation Company. Gross tons, 1,142.

Steamer Arundel, 339 gross tons, Crawford Transportation Company, burned at Douglas, Mich.

Steamer City of Kalamazoo, 728 gross tons, burned Manistee.

Steamer Thomas Crane, stranded outside of Tiffin, Ohio, harbor.

Steamer A. L. Hopkins, 639 gross tons, waterlogged on Lake Superior.

Steamer Maine, 332 gross tons, burned near Marquette.

Steamer J. D. Marshall, 531 gross tons, capsized near Michigan City.

Steamer F. H. Prince, 2,047 gross tons, owned by Herbert K. Oakes, of Detroit, burned near Kelly's Island.

Steamer Raleigh, owned by Henry Wineman, Jun., Detroit, sank in storm near Buffalo.

Steamer Rappahannock, owned by Jones Davidson, Bay City, 2,380 gross tons, sprung a leak on Lake Superior and was beached, but later slid into deep water.

Steamer Three Brothers, 583 gross tons, owned by J. A. White, of North Tonawanda, stranded at South Manitou Island, Lake Michigan.

Steam yacht Gunhilda sank in Lake Superior.

The Eastern Star foundered on Lake Michigan.

Tug James T. Martin burned at Sandusky.

Tug C. C. Martin lost on Georgian Bay with entire crew of ten persons.

Aug. Silver Spray foundered outside Cleveland breakwater. Crew of five lost.

Tug Winslow burned on Milledrum Bay.

The schooners and barges lost were the Albattross, which foundered on Georgian Bay; Lomie A. Burton, foundered on Lake Michigan; Exilda, foundered on Lake St. Clair; Kate E. Burton, capsized on Lake Michigan; Jura, went to pieces in storm on Lake Michigan; Keepsake struck reef off Kelly's Island, Lake Erie; Edward Kelley ran ashore near Port Colborne; Emma L. Nielson ran down and by Wyandotte in Lake Huron; Ottawa, ran aground near Sturgeon Bay, and five of her crew drowned; Shawnee sank May 17 near entrance to Cleveland harbor; Wm. A. Young, sank in Thunder Bay, Lake Huron.

## CONGREGATIONAL IS IN PROSPEROUS STATE

Annual Meeting in Southern Church Held Wednesday Night.

The annual business meeting of the Southern Congregational Church was held last evening. Satisfactory reports were read from all departments of the church, and all branches reported encouraging prosperity. The church on a whole was financially better during the year 1911 than any previous year.

After the election of officers, which brought Mr. E. Ford into the pastorate, the ladies superintended the social part of the programme. A very enjoyable evening was spent.

## PROTECTING SWISS VALLEYS.

Switzerland sets an example as a protector of its flora and fauna which other countries might follow. The Swiss League for the Protection of Nature rents the Val Chuvia on a twenty-five year lease from the Commons of Zermatt, in the Lower Engadine where to preserve the types fauna and flora peculiar to the Alps.

No sportsman is allowed to empty a single cartridge in the valley, no collector to uproot a single flower, and no hotel company to erect a single hotel. The mule paths and bridges will be kept in order and a few cabins will be erected for shelter, but nature will otherwise be left to herself for the next generation. Would it were longer!

In spite, however of the constant inroads made by the tourist traffic in the Alps, there are still many parts of Switzerland where the seeker after solitude, wilderness and rural simplicity may find more than his fill. For instance, in the Loetschental, from certain parts of which a letter will be carried by hand to a village an hour or more away, whence it will travel on mule back for some three hours before it reaches the railway.

At Blatten, in the valley, the villagers still wear the national costume of flowers and green, and by the time of 5,000 feet, and within sight of the Jungfrau, the Breithorn and a number of charming lakes. The district is already a favorite centre with mountaineers, notably Germans.

## Letters on Farm vs. City Debate

Owing to the flood of letters received it will be impossible to publish communications received after today (Thursday) on the advantages of farm or city in the winter season. While the interest taken is appreciated there are space limitations which will not allow the debate to be carried further in its present form at any rate.

### MRS. J. S. IS ENJOYING IT.

To the Editor of The Advertiser: I am much delighted to see Mr. City Man waking up enough to the office "flood" to the farmer again. I was afraid the discussion was going to die a natural death, and it is much too interesting to bury yet. Each one is arguing from his own point of view, and as each farming section has its own lines of agriculture, and each farmer has his own methods, it brings to light a good many true illustrations as to why farming is a joy to some and slavery to others. Also, there must be a great difference in the views of the city man who is at the mercy of employers who can shut down and throw him out of work and of an office employee who can go to his desk at 8 or 9 o'clock in the morning, and as long as his work gives satisfaction he is reasonably sure of his post. Now I am sure that H. A. C. must have lived on the farm of the old original "tight wad" himself. Yes, I once knew a farmer of that description, and not one of his six children would farm now for love or money. H. A. C. visit the farming section of "The Garden of Ontario," where only about one farm in ten is without a windmill, and many have the water in both house and barn. And the city man keeps talking about our frozen "wood pile."

There is certainly something wrong with our winter scenery in this section, as the wood pile is not in it and the coal bin is inside. C. A.'s letters are certainly a "scream from start to finish." Where did he gain all that experience? Where does that farmer live? Cut their acquaintance, C. A. Don't let anyone know they are any relation. They don't raise four thousand dollars' worth of beans in one season, as one of our neighbors did last year, or you would not have to fight for that one bean of theirs. But I do not think it was a bit polite for him to dispute my statement about the farmer getting up at seven on a winter morning. We have several clocks, and I can show him whole rows of farmers who do the same. In fact, one of our most prosperous farmers makes the remark that he never gets up all the year round 'til it's light enough to see to get his pants on right side (and it's quite dark in the house yet at seven). But as C. A. did not believe my first assertion, and I do not think it of enough importance to get a sworn affidavit, I shall have to live under the imputation of having at least "stretched" the truth. Anyhow most of his experience must have been gleaned from a visit to a miserly farmer's place, and I don't think I should have to say more on the table last summer. Also in our farming country we do eat butter—all we want—and the best of the eggs and chickens, too, for we can get a good price for what we do not want and the city people don't know any better anyway. J. M. remarks that I stated that the city man mistook a cow for a pig. I don't think only of his "sawney." I don't think I need to draw on my imagination or speak of any phase of city life, except that which came under my own eye, and I have no experience in the homes of those who live as we do. The idea of "salaried" men. My acquaintance lies among laboring men in factories or foundries. 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