Concluded from first page.

The engine was all ready, and might easily have left the quarters before the gong stopped giving the alarm, but that would not do. The signal 27 showed that the fire was at Fulton street and Broadway, which is in that engine's district. But if it had gone on one stroke further, and struck 28, it would have indicated that the fire was, perhaps, somewhere up in Broome street or elsewhere beyond the ground covered by that engine. So the company always has to wait till the gong is done giving the first signal. If it strikes for one of the stations of the district the engine is all ready, and goes to the fire we have seen. It it strikes for a locality out of that district the horses are unhitched and the men return to their places. This gives a good deal of extra work to the firemen, but it cannot well be avoided, for if they waited till the gong stopped ringing, and then found it was one of their calls they would waste the 10 or 15 seconds required for preparation, and every second may be worth dollars and lives at the beginning of a fire. As the officers put it, 'every second gained at the outbreak of a fire is worth an hour's work when it gets a good headway.' Just how long it takes to man the engine and have it ready to leave the quarters after the signal is received is a matter of some doubt, and must always vary with circumstances. When the men are asleep in bed or up in the sitting-room in the third story, it sometimes takes as long as 18 seconds to have everything ready to start. But that is not considered quick. Fourteen or 15 seconds, under such circumstances, would, perhaps, be a fair average. Some companies pretend to do it in 6 seconds; others in 8; others in 10. The celerity has increased very much within a few years; so rapidly in fact that if it contiuues in the same ratio for a few years the engines will be at the fire some seconds before the alarm is given at all. The men of each company know as well just what signals they are to respond to that they do not need to look at the printed schedule hanging in a conspicuous place on the wall to know what their numbers are. And not only do they know their own numbers, but the numbers all over the City. Let the gong strike 75, or 682 or 724, or any number, and they will tell you in an instant that the fire is in Ninety-third-street, or in Morisania, or at the Battery, or wherever it happens to be. The 'fire alarm' calls out several engines, two hook and ladder trucks, and the necessary tenders. Second and third alarms bring more engines and more hook and ladder trucks. It is a popular fiction that a 'general alarm' calls together all the engines in the city. This is a mistake, as any one may easily see by thinking about it for a minute. So many engines would only be in each other's way, and all the rest of the City would then be unprotected. If there are not enough engines out to control the fire after a third alarm has been given, others are selected and ordered out at the discretion of the Chief. For this purpose every signal box is provided with a Morse telegraphic key.

The department is divided into 10 battalions, each with its Chief, and each company has its foreman. When there is a fire the first officer to reach the spot is in command till his superior arrives. This system works admirably. A few minutes after the first engine reaches the fire the Battalion Chief arrives in his light buggy. He then takes command until the arrival of the Chief of the Department. The Chief of Battalion goes to every fire in his district, and the Chief of the Department goes to every fire south of Twenty-third street on the first alarm, and to every fire, anywhere in the City, on the second or third alarm. The shouting and hallooing of orders all died out when the Volunteer Department gave up the ghost. All orders are now given by signal, with the arms by day-light and with colored lanterns at night. So well are the signals understood, it is not necessary for an officer to say a word from beginning to end of a fire. Every man at the fire has his place and goes to it. Each company has a foreman, an engineer, and eight pipe-men. The foreman and his assistant take charge of the apparatus, the engineer and his second keep the engine running, and the pipe-men carry the hose wherever they are sent. The stream is raised to the necessary height in the boiler in the shortest possible time by keeping the water constantly warm, and generally with a few pounds of steam on. This is effected by a small stove in the basement immediately under where the engine stands. A fire is kept constantly burning in this stove, and around the fire-bed is a coil of pipes, which are connected by a gas-pipe with the boiler. The heat from the stove keeps the water in the pipes in constant circulation, so that steam may be raised very quickly. The connection between this stove and the boiler is so arranged that when the engine goes out of the house the pipes slip apart automatically, without requiring any time. Every morning the foreman of each company sends a report to the Chief of his Battalion, giving the number of men on duty, the number sick or injured, the condition of the apparatus, and the particulars he may have to tell. The Chief of Battalion consolidates all these into one report and sends it to the Chief. The Chief consolidates the 10 battalion reports and sends the result to the Commissioners, so that at noon every day the Commissioners know just how many men they have on duty and everything that is going on in the department.

How the men live in the engine houses has to be seen to be properly appreciated. There is always something to do. In a corner of the engine-room is a telegraph instrument connecting with head-quarters, and through this orders and messages are constantly passing One man is selected every day to take charge of the engine-room and watch the floors. This man attends to the telegraph instrument and and answers messages. At 8 in the morning the time is sent by telegraph from head quarters to all the engine houses, so that every company has the same time. Then the roll is called, the men all standing in line, and each man must show that his badges, keys, and uniform are in good order. From 6 in the evening till 6 in the morning the streets are patrolled, the fireman taking "watches" of six hours each. Every fire makes quite as much work for the men after it is over as while it is in progress. The engine has to be washed and cleaned, and the tender; the hose hung up to dry, and new hose reeled on the tender ready for the next fire. Near the rear of the building is an open tower, running from ground to roof, in which the wet hose is hung to dry. The engine must shine like a piece of silver plate all the time, or some body will catch it.

How do the firemen manage to get down stairs and man the engine in from 6 to 16 seconds after receiving the alarm? is a question that everybody asks them. It seems impossible, especially when they are in bed. The idea of rousing from sleep, springing out of bed, dressing, running down stairs, and hitching three horses, all in 8 or 10 seconds, is queer enough. But it is done; and it is not hard, when you know how to do it. The sleeping-room is the rear part of the second story. The door leading to the stairway is always kept open, and the stairs, which lead down to the engine-room, are straight and easy. There is a bed for each man, and every bed is as white as a sheet of snow. The beds are inspected every day, and must be kept as clean as the most particular housekeeper could desire. The men are likely to be in bed at any hour of the day or night, for, when they are kept out at a fire all night, they of course sleep the next day whenever they get a chance. Before they go to bed they hang their coat, vest, and hat, on the part of the engine or tender they are to occupy when the machine goes out. (for each man has his alloted place on the engine or tender.) In undressing, they stuff the ends of their pantaloons into the tops of their big rubber boots, and "skin" themselves out of their clothes, boots and pantaloons coming of together, with the pantaloon ends still sticking in the boots. They are left standing in a convenient place by the side of the bed, so that in case of an alarm the fireman steps out of bed right into his boots and trousers.—*New York Times.*

How to Escape Diphtheria.

1. Avoid the atmosphere near the disease. Especially is this important for children, whose throats are more liable to take on the poison than those of adults. No matter how mild the case is keep children away from it.

2. Do not permit any person, not even a dog or a cat to come to a child from the room where there is a case of diphtheria. The person exposed to it should disinfect his clothing, and bathe his body, and wash thoroughly his hair, and gargle his throat, before he comes in contact with a child after his coming from the sick-room.

3. Do not permit a child to ride in a carriage in which one sick with diphtheria has ridden, until it has first been disinfected.

4. Avoid all causes which cause the throat to become sore, raw, or tender during an epidemic of this disease. In fact it is well to avoid them at all times. A simple sore throat may become a case of diphtheria very easily, when the poison is in the air.

5. Do not allow any child to wear or handle any clothing worn by a person who has had diphtheria. It is criminal to sell or give away clothing of this sort, without most thoroughly disinfecting it first. An epidemic was recently caused in one of the New England States, and many lives lost, from some clothing from a child which died of this disease being sent to friends from a western city.

6. Never kiss a person with diphtheria (mothers have lost their lives by doing this), nor drink from the same cup, nor blow a whistle he had used, nor use a pencil, or pen, or handkerchief of his.

7. Never send the clothing of a diphtheria patent to the common wash or laundry, where other clothing may become infected.

8. Disinfect all the exortions from one sick of this disease by a strong solution of copperas water before disposing of them.

9. If a child has been exposed to diphtheria by accident, or by any means, at once isolate it from other children, give it a thorough warm bath daily, and clean clothes; put it on a diet of brown bread and milk, with fruit, and wait till all danger is over before removing it from quarantine.

Diphtheria poison, no doubt, goes for miles in the air from one house to another. The wind carries it, and when there is an epidemic the greatest precaution should be taken. With all our care we are not always able to prevent its spread entirely, but much may be done.

10. Allow no children to attend a funeral of one who has died from this disease.

The *Scientific American* adds: 'As every physician knows, it is no uncommon thing for adults to have diphtheria so mildly that it is mistaken for an ordinary sore throat resulting from cold; yet such a person can easily infect a child, and the child become a centre of malignant infection. In view of the fatal prevalence of diphtheria, therefore, the kissing of a child upon the mouth by a person with a sore throat is hazardous, it not criminal; and scarcely less so is the practice of allowing children to kiss their ailing playmates. It would be wise to exercise great caution in this matter, if not to discontinue the practice of kissing upon the mouth altogether.' The best preventions are to be found in the hints given, and in most thorough cleanliness about the house, the air, and the drains, water supply, and cellars.—*Dr. Holbrook in Journal of Health.*

Keep a Bottle of Lime Water.

If good milk disagrees with a child or grown person, lime water at the rate of 3 or 4 tablespoonfuls to the pint, mixed with the milk or taken after it, will usually help digestion and prevent flatulence. Lime water is a simple antiacid, and is a little tonic. It often counteracts pain from acid fruits, 'from wind in the stomach,' and from acids produced by eating candies and other sweets; also 'stomachache' (indigestion) from overeating of any kind. A tablespoonful for a child of two years old, to a gill or more for an adult, is an ordinary dose, while considerable more will produce no serious injury. A pint of cold water dissolves less than 10 grains of lime; and warm water still less. Pure lime-water, even though pretty closely corked, soon deteriorates by carbonic acid in the air, which unites with the lime and settles as an insoluble carbonate. To have it always ready and good, and at no cost, put into a tall pint or glass bottle, of any kind, a gill or so of good lime just slacked with water. Then fill the bottle nearly full of rain or other pure water, and let it stand quietly corking well. The lime will settle, leaving clear limy water a the top. Pour off gently as wanted, adding more water as needed. Some carbonic acid will enter, but the carbonate will settle, often upon the sides of the bottle, and freshly saturated water remain. The lime should be removed and a new supply put in once a year or so, unless kept very tightly corked.—*Am. Agriculturist.*

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Bridgetown	37	30	25	18	25	31
Paradise	39	32	26	19	26	22
Lawrencetown	41	34	27	20	27	34
Middleton	42	34	27	20	27	34
Wilmot	42	34	27	20	27	34
Kingston	44	36	29	22	29	37
Aylesford	45	37	31	22	30	38
Berwick	45	37	31	22	30	38
Waterville	45	37	31	22	30	38
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Time Table,

COMMENCING

MONDAY, 21st Day NOV. 1881.

Miles.	GOING WEST.	Express, Mon. Wed. and Sat. only.	Passengers and Freight Daily.	Passengers and Freight daily.
		A. M.	A. M.	P. M.
0	Halifax—leave	7 45	7 45	3 00
14	Windsor Junc—leave	8 24	8 37	3 50
46	Windsor	9 40	10 55	6 15
53	Hantsport	10 00	11 19	6 37
61	Grand Pre	10 22	11 46	7 05
			P. M.	
64	Wolfville	10 30	12 02	7 17
66	Port Williams	10 35	12 12	7 25
71	Kentville—arrive	10 50	12 30	7 40
	Do—leave	11 05	12 55	
83	Berwick	11 36	1 43	
88	Aylesford	11 50	2 04	
		P. M.	2 20	
95	Kingston	12 04	2 42	
98	Wilmot	12 12	2 58	
102	Middleton	12 23	3 20	
108	Lawrencetown	12 40	3 26	
111	Paradise	12 48	3 39	
116	Bridgetown	1 01	4 04	
124	Roundhill	1 20	4 32	
130	Annapolis—arrive	1 40	5 00	
	St. John by Steamer	7 30		

Miles.	GOING EAST.	Passengers and Freight Daily.	Passengers and Freight daily.	Express, Mon. Wed. and Sat. only.
		A. M.	A. M.	A. M.
	St. John—leave	.....	.....	8.00
				P. M.
0	Annapolis—leave	.....	7 15	2 20
6	Round Hill	.....	7 42	2 42
14	Bridgetown	.....	8 08	3 02
19	Paradise	.....	8 32	3 16
22	Lawrencetown	.....	8 48	3 25
28	Middleton	.....	9 21	3 42
32	Wilmot	.....	9 39	3 53
35	Kingston	.....	9 55	4 02
42	Aylesford	.....	10 31	4 16
47	Berwick	.....	10 57	4 30
59	Kentville—arrive	.....	11 52	5 02
			P. M.	
64	Do—leave	6 30	12 30	5 12
66	Port Williams	6 50	12 48	5 27
69	Wolfville	6 57	12 58	5 33
77	Grand Pre	7 10	1 14	5 41
	Hantsport	7 36	1 41	6 05
84	Windsor	8 15	2 30	6 27
116	Windsor Junct	10 15	4 35	7 47
120	Halifax—arrive	11 00	5 22	8 25

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NOTICE TO CONTRACTORS.

Tender for Work in British Columbia.

SEALED TENDERS will be received by the undersigned up to NOON on WEDNESDAY, the 1st day of FEBRUARY next, in a lump sum for the construction of that portion of the road between Port Moody and the West end of Contract 60, near Emory's Bar, a distance of about 85 miles.

Specifications, conditions of contract and forms of tender may be obtained on application at the Canadian Pacific Railway Office, in New Westminister, and at the Chief Engineer's Office at Ottawa, after the 1st Janaary next, at which time plans and profiles will be open for inspection at the latter office.

This timely notice is given with a view to giving Contractors an opportunity of visiting and examining the ground during the fine season and before the winter sets in.

Mr. Marcus Smith, who is in charge at the Office at New Westminister, is instructed to furnish Contractors all the information in his power.

No tender will be entertained unless on one of the printed forms, addressed to F. Braun, Esq., Sec. Dept. of Railways and Canals, and marked "Tender for C. P. R."

F. BRAUN,
Secretary.

Dept. of Railways and Canals, Ottawa, Oct. 24th, 1881. 12inst41

O. R. O. COLLAR!

Best Now in Use, Largest Stock in Town, All Sizes.

New Jewellery—Rings, Brooches, Ladies Sets, Cuff Buttons and Shirt Studs, Fancy Goods, &c.

I will from this date to Sep. 30th sell for CASH at SMALL ADVANCES ON COST. balance of Summer and Spring Goods.

EXPECT BARGAINS—As a special inducement I offer ten per cent. discount on all bills paid in full with CASH before 30th inst.

J. W. TOMLINSON

Lawrencetown, July 15th, 1880

FOR SALE.

PAINTS, OILS, TURPENTINE BRANDRAM'S WHITE LEAD, PUTTY.

Mineral Roofing,

Silicate paints
Oakum,
Pitch,
Tar,

Cut Nails & Spikes, Asstd. Sizes,

Wrought Nails & Spikes,

IRON and STEEL, assorted Sizes, HOOP IRON and RIVETS,

TIRE STEEL

CARRIAGE BOLTS, PLAINED C. BOARDS, SAWN SHINGLES, CEDAR POSTS.

H. Fraser.

ENTERPRISE.

STEAM TUG Eva Johnson.

HAVING purchased the above TUG BOAT, I intend putting her on the Annapolis River about the 25th of the present month, for the purpose of

Towing Ships, Rafts, Scows, &c.

Apply to

Geo. E. CORBITT
Annapolis, or to

Capt. James A. Hughes, Agent, Digby.
G. F. Miller, Agent, Bear River.
Samuel Potter, Agent, Clementsport.
R. FitzRandolph, Agent, Bridgetown.
Annapolis, July 11th, 1881.

Canadian & American DRY GOODS,

FOR FALL TRADE.

32 Packages Shirts and Drawers, 15 Pkgs. Cotton Flannels, 13 pks. Grey Flannels, 13 pks. Canadian Tweeds, 77 pkgs. Batting and Wadding, 6 pks. Lined Gloves, 25 pkgs. Ticks, Shirtings, Cotton Plush, Jeans, Wigan, Ducks, Windsor Hollands; 23 bales Grey Cottons; 660 pieces Bleached Cottons; 24 Packages Buttons, Sewing Silk, Hosiery, Twine, Corsets, Knitted Wool Goods. Linen Collars, Paper Collars, Gossamer Waterproofs, Etc.

A complete assortment in all departments, both wholesale and retail.

New goods opening daily.

Manchester, Robertson & Allison.
St. John, N. B.

CELLULOID TRUSS.

I HAVE been appointed agent at Annapolis and adjoining Counties for the sale of this celebrated Truss manufactured by PENFIELD & Co., of Philadelphia, and have now on hand a complete assortment of the same.

I sell at manufacturers' retail prices They are warranted

NOT TO RUST, NOT TO BREAK, NOT TO WEAR OUT.

ALSO—Abdominal Supporters, Elastic Bandages, Elastic Stockings, etc.

G. T. BINGAY, M. D.,
Aug. 17.—6m Medical Hall, Annapolis.

Joker's Corner.

A Murder Trial in 1900.

Brooklyn Eagle.]

The nine hundred and ninety-ninth witness in the great spin it out as long as we can took the stand, and the lawyers proceeded to torture him with the assistance of the prisoner at the bar.

Lawyer—'I believe you are from Southern China, sir?'

Witness—'Yes, sir, and I wish to get back as soon as possible.'

Prisoner—'What's the matter with you, you —— goggle eyed, cadaverous reptile? Haven't you been paid ten thousand dollars travelling expenses. Shut up, Mr. Lawyer, I'm running this case and I mean to put this long eared ass where he belongs at the start. If you don't like our style, you —— big boned son of the East, you can take your soap and toddle home jdst as you —— please.' Judge—'If the prisoner will allow the court to—'

Prisoner—'Shut up, Judge, I know what I'm about. Who's running this case, you or I?'

Judge—'Well, if the prisoner please, I should like to——'

Prisoner—'Now, Judge, how many times during this trial have I got to remind you that we can get along without your advice?'

Lawyer—'If the prisoner is through, we will now proceed to examine the witness.'

Prisoner—'Yes, for the present, I will deliver my daily oration later.'

Lawyer—'I am about to put the first hypothetical question to the witness. Those wishing to remain throughout the delivery of the question will find excellent board and lodging at the hotel opposite. The question will be delivered in sections, and I think I can manage to get through with it in the course of the month.'

Eighteen days after. Witness still on the stand:

Lawyer—'And now, having heard the first hypothetical question, what is your opinion?'

Prisoner—'Oh never mind his opinion. He is nothing but a —— pimple-head liar, and he might as well go home and soak his feet. Judge, I think it is about time to adjourn. Suppose we shut up shop for the day.'

Judge—'But I beg to remind the prisoner that it is only 2 o'clock, and—'

Prisoner—'Oh, what's the difference? I've had enough of this racket for to-day, and I don't want to see that —— blasted ass on the witness stand to-morrow, either. We must have a fresh man. He's too ancient.'

Lawyer—'But, begging the prisoner's pardon, I must remind him that the witness has yet to answer our question.'

Prisoner—'It doesn't make a bit of difference. He's an old fool and I'm tired of him. Judge, are you or are you not going to adjourn?'

Judge—'The court is adjourned—until what time shall I say, prisoner?'

Prisoner—'Oh, well, make it 11.'

Judge—'Eleven o'clock to-morrow morning.'

— A gentleman in a village in New York State has a family of three or four little girls. Not long since the children were talking about a pair of twins. One of them, an elder one, turned to her father and said: 'Papa, what do they call it when three babies come at once?' A little one, who was much interested in the conversation, and who had heard talk about the small-pox, at once interrupted and said with much animation, 'I know, papa.' 'Well, what do they call it?' said the father. 'An epidemic,' said the little one, proudly displaying her knowledge.

— A countryman upon coming to see the sights was taken by a town friend to the theatre. When the lights were down and the play had commenced he has offered the use of an opera-glass. Examining it as closely as the darkness of the place would permit, he placed it to his mouth and turned it upward. Finding that no liquor was coming out of it, he handed it back in despair, saying: 'It's empty, John; there's no' a single drap in't.'

— Old Marley is dead. The woman who mingles curiosity with pity was there with the mourners. To the afflicted widow, in a melancholy voice, she said, 'When did you get your new eight-day clock?' 'I ain't got no eight-day clock,' responded the bereaved woman. 'Why, what is that in the corner? Ain't that an eight-day clock?' 'No, that ain't a clock, that's the deceased. We stood it on end in the corner to make room for the mourners.'

— 'Father,' said an inquisitive boy, 'what is meant by close relations?' 'Close relations, my son,' replied the father, 'are relations who never give you a cent.' The boy said, the old man then, was the 'closest' relation he'd got.

— A ninety-seven-pound Bridgeport girl has a beau that tips the beam at 2?0. She keeps him in attendance every night up to 12 o'clock, seated comfortably in an arm-chair. She explained to a companion, under the seal of secrecy, that beneath the cushion she kept her autumn leaves, in a book, and as soon as they were sufficiently pressed she would give him the mitten.

CHEAP SNOW PLOUGH.—A cheap and easy way to make a snow plough is to take two boards, from twelve to fifteen inches wide and four feet long, nail the two ends together and spread the other ends thirty inches apart, making them the shape of a V; confine them in place with boards nailed across the top, and by a board across the end four or five inches narr