IT IS A GREAT SYSTEM.

SOME BOSTON WIRES AND HOW THEY DO THEIR WORK.

Interesting Description of How the Patrol Wagon Comes Into Play—The Way to Rig out a Fire Alarm System—Pointers for St. John Officials.

BOSTON, Jan. 10.—When Chief Clark and Ald. Vincent were in Boston, recently, they had a very good time and learned a great deal. One ot the things that interested them most was the fire alarm and police signal service.

Coming from a city where the fire alarm system is very much behind the times, it was quite natural that Ald. Vincent as a member of the fire committee should be interested, whether or not, he was appointed a committee to investigate the subject. And everybody knows that everything which will tend to make the St. John police force a miniature of the Boston department is of vital importance in the estimation of the Chief.

So the visitors spent a great deal of time in getting information, and have probably made the members of the Common Council a great deal wiser regarding the signal service in the fire and police departments of advanced cities.

Boston has always been ready to adopt any new system that proves to be an improvement on the one in use, and as a result, things are done with astonishing rapidity in the police and fire departments.

A few weeks ago I had the pleasure of going through one of the police stations from cellar to roof, and the most interesting part of the visit was the signal room. Here sat an officer before electrical apparatus that was bewildering to the uninitiated, but by means of which he was able to communicate with any policeman on duty in the territory covered by that particular division. Every time a policeman made his report at the patrol box on the beat it was registered at the office by dots and dashes on long strips of paper. Then there was the patrol call, which went to the stable across the street, where, at the first stroke of the bell, the horse left his stall, stood under the harness, and was in the street before you could say Jack Robinson. The telephone was used to communicate with the police.

Chief Clark and Ald. Vincent saw all this, and more. They went to Salem, in company with manager Al. Watts of the Metropolitan Duplex Fire and Police Signal Service Company, and saw a system that went one better. The fact that Salem is about the same size as St. John made the visit of greater interest, for a system that would be all right in Boston, might be too cumbersome and expensive for a smaller city.

Salem has what is admitted to be about the very latest in the way of a fire and police signal system. It is what is called the Metropolitan duplex, and Mr. H. A. Chase, electrician of the Boston police department is the inventor of it. The fire and police signals are combined, and from a street box of not very formidable proportions, almost any kind of an alarm can be sent.

In the first place it is a keyless box. All St. John people will realize the advantage of having a fire alarm box to open which one does not have to run all over town to find a key. For instance, if a fire broke out in the vicinity of PROGRESS office after Mr. Armstrong had closed up his fruit store next door and locked the key of the fire alarm box across the street, in his safe—not one person in a hundred would think of going to the Royal hotel for another key, although PROGRESS has published a list of key holders several times. Every minute counts when a fire starts. The St. John fire department can get out and over the ground in fast enough time to suit anybody, when an alarm is given, but it often happens that the man who discovers a fire could run to an engine house and get the department out much more quickly than if he had undertaken to find the key of the nearest box.

The Duplex has an open space in the door of the box, which is protected by thin glass. Behind this is a hook, beside which the following directions stand out conspicuously:

"In case of fire, break the glass, pull the hook to the bottom, and let go."

It is an easy matter to break the glass with one's elbow or the side of the hand; and the moment it is done everybody in the neighborhood knows there is a fire in their immediate vicinity. The breaking of the glass sets a spring in motion, and the large gong in the box keeps up a continual banging that can be heard two or three blocks away. But this does not give the alarm. Unless the hook is pulled the department will not turn out.

The local alarm—that given at the box—serves a double purpose. It calls out the people in the neighborhood, and is a protection against false alarms. Every time a fire department turns out it costs the city considerable money, and false alarms are a needless expense. With the Metropolitan Duplex no one can send in an alarm without being seen, and the chances are that hearing the local alarm he will become frightened and not pull the hook.

From the same box an officer can signal for a patrol wagon, or send a telephone message to the station, while men on duty can report at the box at stated times and thus do away with the necessity of having their superiors wandering about the streets in disguise at all times of the night or morning to find out whether they are asleep in the lockup, or warming themselves in somebody's back kitchen.

It will probably take the Common Council a long time to see the necessity of a patrol waggon, but if it can be run as cheaply as half a dozen miserable little lockups, which any self respecting tramp should be ashamed to wake up in, it would be a much greater convenience, to say nothing of style and nineteenth "centuryism."

Salem has one patrol waggon, and finds it equal to all requirements. The officers take a prisoner to a box and wait until the waggon comes. They do not have to drag a man half a mile to a lockup, and leave the beat unprotected while they are away.

Under the present arrangement in St. John, the burglars who had things so very much their own way last summer, could have disposed of the entire police force, if it had been necessary. But it wasn't necessary They came and went as they pleased.

Suppose, however, that they had found an officer near a house they were particularly anxious to get into, how easily it would have been for one of them to become drunk and abusive, and keep, the officer busy for a good hour or two in dragging him to the lockup.

It's the fire alarm that concerns St. John people most, but when you can have the two combined at the same price, the police signal service is worth looking into. And the fire alarm in connection with the Duplex covers the ground.

I think the St. John system has only one circuit, or two at the most, but on one point there is no doubt, once the wire is cut, or anything happens to it, the whole system is ineffective. The Duplex does away with all cause for anxiety on this point. It has what is called the right and left wire, and the alarm can go in on either. Whether or not the wire is cut it makes no difference, the alarm goes in just the same. If it cannot go around one way it goes the other.

Manager Watts of the Metropolitan Duplex tells me that his system could be put in on the old wires in St. John without very great expense, and that Carleton could get what it has been crying out for, for years—a fire alarm. The system could be made to include the West End, and if the city did not want to go to the expense of placing duplex boxes over there for Sergt. Ross and his Corporal's guard to play with, the old boxes in St John could be made to do the work.

Ald. Vincent has a vast amount of material for one of his long speeches, and should be able to entertain the Common Council for an hour or two without everybody but the Mayor going out into the anti-room to hear one of Constable Stockford's fish stories. And the Chief can back him up, with emphasis on the patrol waggon.

R. G. LARSEN.

STORIES OF THE "FOUDROYANT."

The Old Warship About Which So Many Incidents Cling.

In view of the fact that the upper deck of the Foudroyant was restored and the vessel otherwise fitted at Swinemundle for being towed across the North Sea, it was wickedly suggested that she might be labelled "Made in Germany." The curious thing about it (writes a Pall Mall Budget correspondent) is that the old ship over which so much trouble has been taken is, after all, French. She was captured from the French, and her captors are very proud of her. When secured she was almost the finest ship in our navy, and quite eclipsed the flagship of her squadron. One of the famous brothers Haldane, who served in her, declared that while on board the admiral's ship he found himself obliged to stoop between decks—as the visitors to the Naval Exhibition Victory had to do—he was able, though nearly six feet, to walk upright in the Foudroyant. It was, of course, when in command of the Foudroyant that Earl St. Vincent won his first honours, after the capture of Quebec. He commanded the ship in 1778, and later, in 1782, he fought his three-quarters of an hour's duel with the Pegase off Brest. The Frenchman carried a crew of 700 men, and the two ships were pretty equally matched. The fight took place in the dark, and a story is told of the captain's magnanimity during the action. As the ships were about to exchange fire some one called out that the enemy was putting up her helm to rake. Captain Jervis immediately directed that his helm should be put to starboard that that he might give a starboard broadside. A young officer was quick enough to see that the very opposite manœuvre would give the Foudroyant the advantage of the first fire, and make it possible for her to rake instead of being herself raked. Impulsively he called out, "Port, port! If our helm goes to port we shall rake her!" Even in the excitement of going into action the gallant captain was not above taking his junior's advice. The helm was put to port, the Pegase received the Foudroyant's broadside, and the incident was terminated by Captain Jervis, as the smoke had floated away, litting his hat and exclaiming, "Thanks, Bowen, you were right." After the Pegase struck a heavy sea came on, and the French captain, whose ship was a terrible scene of slaughter, made some difficulty about proceeding to his captor's vessel. It is said that the lieutenant sent to bring him had to draw his sword before the Chevalier would budge. When the Foudroyant was lying at Spithead the awful disaster to the Royal George, by which more than a thousand people lost their lives, took place, and one of the warship's boats succeeded in picking up several o the survivors.

For the Season.

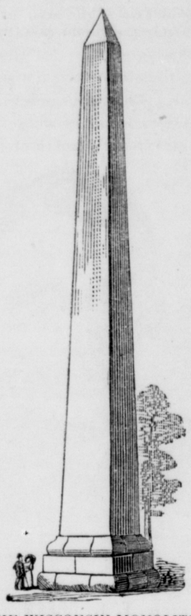
Groceries, syrups, and confectionery in almost endless variety can be had at J. S. Armstrong & Bro., grocers, etc., 32 Charlotte St.

THE BIGGEST MONOLITH.

Wisconsin's Big Block of Sandstone for the World's Fair.

One of the exhibits of Wisconsin at the world's fair will be a monster monolith, which has just been quarried at Ashland in that state. This monolith will be 115 feet long, 10 feet at the base and 4 feet square at the top. The apex will be about five feet long and will be tapered to about a six-inch tip. The monolith, which is of Lake Superier brown-stone, will rest on a foundation of granite, ten feet high and twelve feet square, and will be one of the wonders of Jackson Park at Chicago. This imposing shaft will be the largest on earth, being nearly ten feet longer than the Egyptian obelisk.

The monolith is the result of a discussion between Frederick Prentice, who owns the quarry from which it was taken and who directed the work of quarrying it, and ex-Gov. Samuel S. Fifield, of Wisconsin. Prentice, in the course of the discussion, declared that he could surpass the largest Egyption productions from his quarries. He offered to deliver such a stone free of



THE WISCONSIN MONOLITH.

cost if the State of Wisconsin would accept and erect the monolith at the world's fair. Though the state geologist declared that such a mass could not be mined, the world's fair commissioners practically accepted Prentice's offer, and the work was undertaken and successfully carried out. The first steps were taken on the 1st day of August last with five steam channlers and forty men and the work was industriously prosecuted until November 18, when a large assemblage met to witness the great mass broken from its resting place. This was done by the driving of leather wedges along each side of the monolith, which had been sawed at either end. Fifty men on either side drove these wedges at a common signal, and soon parted the huge block in its entirety. The completion of the work was the signal for a local celebration. An analysis of the stone made by Prof. C. F. Chandler, Ph. D., of the school of mines, Columbia College shows it to be composed as follows: Silica, 91.40; farric oxide, 2.00; alumina, 3.53; lime, .25; magnesia, none; potash, 2.36; soda, .14; sulphnr, none; carbonic acid, none; moisture, .05; a total of 99.75 per cent, and has an average weight of 150 pounds to the cubic foot, and showing a compression of strength of 7,491 pounds per square inch.

This Wisconsin production is undoubtedly the largest monolith in the world as claimed, and its proportions are in general conformity with those of the east.

The apex in the typical obelisks of ancient Egypt was sheathed with a bronze cap. The proportions of the thickness to the height is nearly the same in all Egyptian obelisks, that is, between one-ninth and one-tenth. The thickness of the top is never less than half nor greater than three-fourths of the thickness of the base.

These monoliths of Egypt recorded the honors and triumphs of the kings. The two largest were erected by Sesostris at Heliopolis. The height of these was seventy-eight feet, and they were removed to Rome by Augustus. Two obelisks in Alexandra, known as Cleopatra's needles, were given by Mehemet Ali to Great Britain and France. The French chose instead the Luxor obelisk, which was erected in the Place de la Concorde in Paris. That chosen by the British was erected in London in 1878. Its height is 68 feet 5 1-12 inches, and its dimensions at the base are 7 feet 5 inches. The companion obelisk was afterward presented to the city of New York, where it was erected in Central Park in 1880. "Pompey's Pillar" is the most striking of the obelisks, the shaft of which is 73 feet long and 29 feet 8 inches in circumference, very much smaller than the shaft that will advertise Wisconsin at the world's fair.

Tunny-Fishing in the Mediterranean.

The tunny (*Thynnes Vulgaris*) is caught along the Adriatic coast, near Abbazo (Istria Austria), during the end of April and the first part of May. At this time the tunnies, which attain a length of from eight to twelve feet, and weigh up to twelve hundred pounds, leave their submarine hiding-place in the bottom of the Mediterranean, and travel in large shoals toward the coast for breeding in the sea-weed. Before the arrival of the fish, the shores are crowded by fishermen and spectators, and a watchman is perched on the outer end of a ladder-like frame which extends from the coast far out into the ocean. The watchman on this tower can readily detect the coming of a fish by their striking against nets and causing a disturbance in the water. The nets are set in such a manner as to form labyrinthine chambers extending from the coast about a mile out into the ocean. As soon as the watchman discovers the approach of the fish, he gives the signal to those on shore, and a general rush is then made for the boats, which are rowed out rapidly to the sea, to assist in driving the approaching shoal into the nets. The fish pass through the various chambers formed by the nets, until they finally pass through the second last one, called the golden chamber, which has but one exit, leading into the death chamber. As soon as the manager in charge finds that a sufficient number of fish have entered the last chamber, he gives a signal to draw in the outer nets from the sea and shore to close the outermost chambers, to prevent the fish from escaping to sea. The fish are then killed in the death chamber by means of iron-clad clubs, wielded by the fishermen. During a season the above is repeated from about ten to fifteen times at one and the same place, and as many as six hundred fish have been caught in one season.

Best Chance Yet to Learn to Dance.

at Prof. Spencer's Standard Dancing Academy, Market Building, Germain street (entrance South Market street). I make the following offer in prizes to all who wish to learn to dance the best style. Young and old can come. First Prize, $40.00; Second Prize, $20.00; Third Prize, $10.00; Fourth Prize, $5.00; all in gold, to be guessed for in this way: The number of stamps in a sealed jar. The first, the right number or nearest to it; the next nearest, Second Prize; the next nearest, Third Prize; the next nearest, Fourth Prize. Any one can join the classes, afternoon or evening, by paying a regular term price. Each person or child will get a coupon with number to correspond with number of guess deposited. All who dance in Classes, Assemblies, Balls or Parties of any description, by paying not less than $2.00 and upwards, whether it includes one or more dances, also anyone hiring Costumes, Wigs, or Whiskers to the amount of $2.00, will be entitled to a guess, or any one who buys $2.00 worth of Furniture and upwards, or any articles for sale in my premises; each purchase will entitle the buyer to a guess. The prize list will be open from January 3rd to April 5th, 1893. This is an opportunity to learn to dance in proper style, and still get pay for learning the fine art. Private Pupils will be entitled to two guesses, who take a course of 12 lessons. Now is the time to learn, and don't miss it. Remember the cheap Sale of Furniture is still going on, and parties will get some awfully good bargains in furniture, as well as other goods. Such as the best Lamp Burner in the world non-Explosive self-filling, filling self-extinguishing, and warranted to last ten years with reasonable care. Try one or more of these beautiful Burners. One branch of this business does not interfere with the other. Come and see and take a part in these Grand Offers. A committee of disinterested persons will count the stamps and pay the money to prize holders in Gold Coin,—positively on the date mentioned. All the dances must be held in my Academy and the amounts paid to me. Musical Instruments; last but not least, Splendid Violins and other instruments at great bargains. Don't forget the entrance, South Market St., where you will see signs.

Private classes can be formed day or evening.

New classes for beginners will be formed on Thursday, Jan. 5th., Afternoon and Evening, at regular prices.

Assemblies, Balls, Parties, outside of regular classes will be done by invitation.

I will give a guess on every 50cts. paid for dancing, hiring costumes, wigs and whiskers, or goods mentioned as above.

A. L. SPENCER, Teacher.

WHAT IS TO BE

A SLAUGHTER IN CLOTHING is pictured here. It is a fit introduction to the present **Slaughter in prices** we are making on our Heavy Winter Clothing. We must make room for Spring Stock. We can mention only a few lines here.

Men's Heavy, Warm Ulsters go at, - - - - - $6.00.
" " " Overcoats go at, - - - - $4.00.

Melton, Cheviot, Worsted, Beaver and Tweed in all shades.

Boys' Cape Coats go off at, - - - - - - - - $3.00.
" Reefers " " - - - - - - $2.00.

Come at once before your size is gone. Everything marked in plain figures. Remember our goods are all new.

R. W. LEETCH, The Purchaser's Friend,
New Royal Clothing Store, - - - - - Opposite Golden Ball Corner.
47 KING STREET, - - - - - - - - - - - - - - - - ST. JOHN, N. B.

WHY GO THE OLD SLOW WAY when there is a short quick one—Improved Methods.—thorough work in half the usual time and cost. Board $2.00 to $3.00 a week.
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CONDENSED ADVERTISEMENTS.

Announcements under this heading not exceeding five lines (about 35 words) cost 25 cents each insertion. Five cents extra for every additional line.

REMEMBER we are making up our entire stock of **TWEEDS** at 20 per cent. discount for cash—Tweeds only. A GILMOUR, Tailor, 72 Germain Street.

FOR SALE. Thoroughbred Fox Terrier pups, Montreal stock, small, prettily marked, 2 months old. Price $10.00 each. Address "Fox Terriers," care of PROGRESS.

SHORTHAND, Scovil System, practically and thoroughly taught. FRED DEVINE, Court Stenographer, Bayard's Building, Prince Wm. St., St. John, N. B.

WANTED Agent for my fine approval sheets of Foreign Stamps at 40 per cent. Commission, reference required. Packet A contains 100 varieties stamps from Mexico, South America, Hong Kong, etc., and a New Brunswick stamp worth 12c., price 18c. F. BURT SAUNDERS, Box 309, St. John, N. B.

FRAZEE'S BUSINESS COLLEGE, 119 Hollis St., Halifax is in session day and evening. Best place to learn Bookkeeping, Business, etc., also Stenography and Typewriting. Send for our circular. J. C. P. FRAZEE, Principal. tf

BOARDING. A FEW PERMANENT or Transient Boarders can be accommodated with large and pleasant rooms, in that very centrally located house, 78 Sidney street.—MRS. MCINNIS. May2.

STAMPS WANTED, USED before confederation, on the original envelopes, preferred, I also want pairs and blocks, on and off envelopes for my collection. Actually the highest prices paid. Particularly want some New Brunswick 7½d. provisional (rate to Great Britain). Send list of what you have for sale. Sheets of stamps sent on approval to collectors. H. L. HART, 71, Gottingen street, Halifax, N.S. June 11—tf

IMPORTANT TO FLESHY PEOPLE.

We have noticed a page article in the Boston Globe on reducing weight at a very small expense. It will pay our readers to send two cent stamp for a copy to Walker Circulating Library, 10 Hamilton Place, Boston, Mass.

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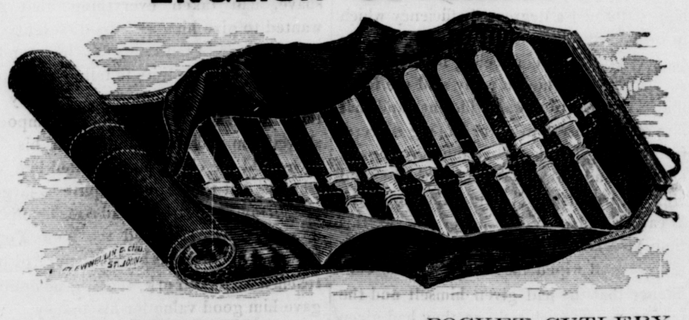

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