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Accounts may be opened at every branch of The Canadian Bank of Commerce to be operated by mail, and will receive the same careful attention as is given to all other departments of the Bank's business. Money may be deposited or withdrawn in this way as satisfactorily as by a personal visit to the Bank. S2.

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FREDERICTON BRANCH

A VALUABLE LESSON FROM THE EMPRESS DISASTER

(Scientific American.)

In the case of great calamities, such as the sinking of the Empress of Ireland, with a loss of over one thousand souls, there is a danger that the one great lesson of the disaster may be lost sight of in the consideration of questions of relatively minor importance. The alarming fact in this case is that this comparatively new and very fine ship went to the bottom in fourteen minutes after the collision.

The large modern passenger steamer carries a small town of people. In the designing of such a ship there are many requirements to be met; but there is one requirement which in importance transcends all the others and this is that, if from two to five thousand people are to be committed to her keeping, and she is to be sent across many thousand miles of ocean water, she should be so built that she is practically unsinkable.

Let us suppose that no such vessel had ever been constructed, and that, today, for the first time, the problem was put up to the naval architect and the engineer to provide a twenty-knot ship capable of carrying several thousand people across the Atlantic. It is perfectly certain that, if no restrictions of a commercial kind were imposed upon him, the designer, realizing the priceless value of the human freight, was to be committed to her care, would see to it that her construction was such as to render her practically unsinkable by any of the accidents of ocean travel. Having built her so, he would then proceed to provide the necessary accommodations for boilers and engines, and for the seating and comfort of her passengers and crew. As a matter of fact, when the first of the great ocean liners, the Great Eastern, was under consideration, her designers, Brunel, the engineer, and Scott Russell, the naval architect, did make this the first consideration. They built the ship with a double hull, one within the other, with a suitable space between them, said space being divided and subdivided into a multitude of water-tight compartments. This double hull extended from stem to stern, and it was carried some ten to twelve feet above the water-line, at which point it was covered in by an open, water-tight deck. The double

hull as thus provided was subdivided by a large number of stout water-tight bulkheads extending transversely across the ship. Also there were run longitudinally through the ship, two bulkheads which served still further to subdivide the transverse compartments.

Unfortunately, this great ship was ahead of passenger and freight requirements of her day; she could not get a sufficiently large passenger list nor sufficient freight to make her a paying proposition. There was a return to smaller ships; but most unfortunately for the safety of ocean travel, the ocean liners, built from her day on, were constructed without that proper and very solicited care which Brunel exercised in the endeavor to make this ship safe and practically unsinkable. That Brunel was satisfied that he had succeeded in building a safe ship is shown by his "notes on the strength and safety of the Great Eastern, which he prepared for the stockholders' and directors' just before her launching, in which he said, "No combination of circumstances, within the ordinary range of probability, can cause such damage as to sink her."

In the forty years of shipbuilding succeeding the day of the Great Eastern, the shipbuilder eliminated many of the structural elements which made that fine ship so safe. The double hull was confined to the bottom of the ship, the sides, from the turn of the bilge up, consisting merely of a single thickness of plating. The longitudinal bulkheads were omitted, as were also the water-tight decks.

Now, so far as the saving of the lives of the passengers is concerned, the double bottom is not so important as the double sides. As a rule, in case of puncture of the outer shell through running upon rocks, the ship remains afloat and the passengers can be saved; but in the event of a rupture, as in the case of the Titanic, of the single shell plating at the sides of the ship, experience shows that if the damage be extensive, the ship is doomed.

As matters stand today, only a few of the large ocean liners engaged in the Atlantic trade embody the principles which Brunel put into the Great Eastern. The Kaiser Wilhelm der Grosse and the Cecile of the North German Lloyd, are so built, as are also the Imperator and the Vaterland of the Hamburg-American Line. The Olympic, after the disaster of the Titanic, was rebuilt at a cost of a million dollars and she now carries an outer skin, lofty bulkheads and water-tight flats below the water-line. She is now a safe ship. The Mauretania, Lusitania and the new Aquitania of the Cunard Line are safe for they too have been provided with

an inner skin in the shape of the inner walls of the coal bunkers, which extend throughout the greater portion of the length of the ship. The new Britannic, like here in the autumn, will carry an inner skin. Outside of these ships and perhaps a few others, practically the whole of the fast and large passenger-carrying ships on the Atlantic and Pacific Oceans are without an inner skin and in case of serious collision, are liable to suffer the same fate as the Empress of Ireland.

In our last issue we drew attention to the very serious fact that, although the recent London International Conference on Safety at Sea advocated higher transverse bulkheads terminating in a water-tight deck, it did not, as it should have done, specifically call for the provision of some form of inner skin. We should consider that it is a great misfortune that this distinguished board was not composed more fully of purely technical men—naval architects and engineers—who would have considered the question of making ships absolutely safe upon its technical merits and without a tender regard for the first cost of construction. It is not too late to make the necessary change before the convention is ratified. The cost of inner skin construction is not prohibitive by any means, and if it will prevent, as it certainly will, such sudden and wholesale snuffing out of the lives of passengers as occurred in the Empress of Ireland, considerations of humanity demand that inner-skin construction, in some form or other, should be made absolutely obligatory in the case of ships that carry large passenger lists.

Where the lives of a whole townful of people are concerned, the ships that carry them should be made fool-proof. This can be done, for it is a mere matter of mechanics and construction. Certain it is that the human element and all the risks that come with it can never be eliminated. When two ships, such as the Empress of Ireland and the Storstad, which sight each other some two miles apart, and are in constant conversation during a passing fog-cloud, through well understood signals, nevertheless blunder into an inexcusable collision, surely it is time for the public to demand that the ships in which they trust their lives shall be made fool-proof. Throughout the whole of the official investigation, which will be made of this terrible calamity, for Heaven's sake, let everybody, from Lord Mersey down, bear in mind the fact that the great lesson of the calamity is that we must safeguard against the frailty of the human element by making such horrors as this mechanically impossible.

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Working During Sleep

"They call the Mexican Indians lazy," said the traveller. "but the Mexican Indian is the only man I've ever seen who works while he sleeps."

"In the interior of Mexico one balmy January afternoon I came upon an Indian hut romantically situated beside a stream. A hammock of native grass was swung across a narrow branch of the stream, an Indian slept in the hammock, and a string tied to his foot, dangled in the water.

"As I approached the string tightened with a jerk. The Indian awoke. He seized the string, and landed it in. There was a fish of three pounds' weight on the end of it.

"Here you are, Mercedes!" shouted the Indian.

"His brown wife came and removed the fish. She rebaited the hook. Then the Indian, lying back in the hammock again, resumed his sleep-angling act.

BURDOCK BLOOD BITTERS CURED A BAD ATTACK OF ECZEMA.

All skin diseases such as Eczema, Salt Rheum, Tetter, Rash, Boils, Pimples, and Itching Skin Eruptions, are always caused from the blood being in a bad condition, and it is impossible to eradicate them from the system unless you put your blood into good shape. This you can very easily do without the slightest trouble by using Burdock Blood Bitters.

It drives out all the humor from the blood, and makes it pure and rich, and not only are the unsightly diseases removed, and a bright clean complexion produced, but the entire system is renovated and invigorated at the same time.

Mrs. G. A. Day, Somerville, N.B., writes:—"Last spring I had a bad attack of Eczema. I tried several patent medicines as well as the medicine of a physician, but they seemed to make the disease worse. I was advised to try Burdock Blood Bitters, and I did so with the result that in two weeks time the sores began to disappear. I continued to take it until I had taken three bottles and they worked a complete cure."

A Nine-foot Giant

King Alfonso took a great interest in a circus performance in Madrid in a French giant named Eugene Arceau, who is nineteen years old, stands 7 feet 6 1/4 inches, and weighs nearly 300 pounds.

The king sent for the giant to come to the royal box. There he made him hold out his arm horizontally while he himself stood beneath it. "If you were a Spaniard," said the King, "I should very willingly enrol you in my guard. I wish very much that I could do so."

Arceau sleeps sometimes for thirty-six hours on end, it is stated, and when he awakes finds that he has gained as much as 4 inches in height. Doctors expect him to reach a height of 9 feet by the time he is twenty-five.

Telephones Everywhere

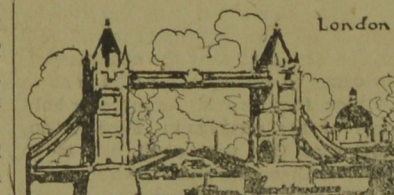
The one man, perhaps, who made the best use of the telephone was the late E. H. Harriman. He piled up a railroad fortune of \$60,000,000, and he did most of his work by telephone. It was in his library, his bathroom, his private car, his camp in the Oregon wilderness. In the mansion which he finally built for himself there were a hundred telephones, and sixty of them were linked to the long distance lines. Once he saved the credit of the Erie Railroad by telephone—loaned it \$5,000,000 as he lay at home on a sick bed. "Harriman, a slave to the telephone," wrote a magazine writer. "Nonsense," replied Harriman; "the telephone is a slave to me."

Latest Thief Catcher

To catch burglars an Englishman has patented mechanism to drop a person two steps in front of a door at certain hours into a pit, door closing over him.

Rifle Rests Against Head

Binocular sights are used in aiming a new sporting rifle which is rested against the forehead when firing instead of against the shoulder.



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