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Philadelphia—San Diego—Los Angeles—San Francisco
S/S HATTIE LUCKENBACH .....October 18
S/S FRED'K LUCKENBACH .....October 30

San Francisco—Los Angeles—San Diego—Philadelphia
S/S LAVADA (U. S. S. Board).....October 12
S/S SHORTSVILLE (U. S. S. Board).....October 20
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Caronia	New York " Plymouth and Cherbourg	Oct. 21	Nov. 25	Jan. 1
Iskula	Philadelphia " London	Oct. 23	—	—
Carmania	New York " Liverpool	Oct. 23	Nov 20	Dec. 18
Calabria	New York " Patras, Dubrovnik & Trieste	Oct. 23	—	—
Mauretania	New York " Cherbourg and Southampton	Oct 28	—	—
Saxonia	New York " Plymouth, Cherbourg and Hamburg	Oct. 30	Dec. 9	—
Norman Monarch	Philadelphia " Liverpool	Nov. 5	—	—
K. A. Victoria	New York " Liverpool	Nov. 6	Dec. 4	Jan 1
Columbia	New York " Londonderry and Glasgow	Nov. 6	Dec. 11	Jan. 15
Pannonia	New York " Patras, Dubrovnik & Trieste	Nov. 9	—	—
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New Amsterdam .....Oct. 19 Nov. 23
Ryndam .....Oct. 27 Dec. 1
Rotterdam .....Nov. 6 Dec. 11
Passenger Office, 1551 Walnut St., Phila.

THE PEOPLE'S FORUM

Letters to the Editor

Letters to the Editor should be as brief and to the point as possible, avoiding anything that would open a denominational or sectarian discussion.

No attention will be paid to anonymous letters. Names and addresses must be signed as an evidence of good faith, although names will not be printed if request is made that they be omitted.

The publication of a letter is not to be taken as an indorsement of its views by this paper.

Communications will not be returned unless accompanied by postage, nor will manuscript be saved.

A Critic of Traction Service

To the Editor of the Evening Public Ledger:

Sir—I have noticed your page publishing letters from different people on current topics and wondered if you might be interested in the following:

The P. R. T. Co. at present is very much in earnest regarding putting through council the straight five-cent fare, using all kinds of persuasions toward this end, their endeavor being to enlist the aid and sympathy of the general public. Has it occurred to the P. R. T. Co., do you think, that ordinary courtesy on the part of the car crew toward passengers might go a long way toward securing their end? As an instance of the general attitude of these men I want to cite what happened to me the other night. I was on a Route 65 car and when we reached Germantown avenue, below Glenwood avenue, the car came to a standstill, indicating trouble ahead. After sitting in my seat in the crowded car for about fifteen minutes, and knowing I was only riding to Erie avenue, I decided to investigate the cause of the delay, thinking I would probably make better time walking the six blocks, not to mention being hungry, having worked all day at the office.

I got off the "65" car and walked to the cross street (Glenwood avenue), at which point the cars were all tied up, and upon seeing a conductor standing on the car step of a No. 19 car, I went over to him and politely inquired if he knew what the trouble was. His manner of answering my inquiry was staggering. He leered into my face and said, in a sneering way, "How do I know? I haven't been up to find out. We conductors don't know nothing. Why don't you run along and see?"

Such an answer to a young girl making a presentable appearance, I hope, was uncalled for. It just made me so weak I could only stare at him for the moment. I forgot to mention his language was interspersed with gigantic efforts to masticate a wad of gum. It had been my intention to learn if the cars would be moving in a few minutes, thereby eliminating an unnecessary walk. However, I saw the repair wagon coming along at that minute and decided to get on this man's car, which was route 19, block 53, the conductor in question having 5335 on his cap, and sure enough, in about four or five minutes we were ready to start. I have noticed so many impolitenesses practiced on the public since the war by the men on the trolley cars, especially within the last few weeks, and it makes no difference to them whether it is a man, woman or child.

Of course, I appreciate the fact that there are some few gentlemen still employed on the cars, but a daily fifteen-minute lesson in courtesy of the old-fashioned kind would be a good investment for the P. R. T., I believe. Perhaps Mr. Mitten thinks otherwise, but then, who can tell. "They don't know nothing!" And I'm only a rider, too.

M. A. E.

Philadelphia, October 7, 1920.

Eagle Medal a High Honor, Indeed

To the Editor of Evening Public Ledger:

Sir—I wish to correct an error in connection with the article about the mayor presenting two Boy Scouts from York with an Eagle Medal. Your paper states that the Eagle badge was awarded because of the completion of the requirements of a first-class scout. On the contrary, the Eagle badge is the highest award of the Boy Scouts of America, and is three steps in rank above the first-class badge. It is given only when the first class scout has received twenty-one merit badges, which are awarded for expert knowledge of first aid, life saving, personal health, public health, cooking, camping and fifteen other branches of Boy Scout efficiency. So, you see, the Eagle badge stands for a great deal more than the words in the newspaper article would imply.

I only wrote this letter because I wanted those two scouts, Robert Myers and Fred Link, to have the full credit of their hard work. I say "hard work" because the tests which those boys went through are hard for even those fellows who are used to the hard knocks of hikes and camping. When you get to be an Eagle Scout you have something to be proud of.

J. DUDLEY STONE.

Camden, October 4, 1920.

Glad to Help

To the Editor of Evening Public Ledger:

Sir—The Board of Trustees of the White-Williams Foundation wished me to thank you for the publicity which you gave the annual meeting. We are very anxious to bring the matter of the health of the school child before the people of Philadelphia, and your account of the meeting has helped us to accomplish this purpose.

ANNA B. PRATT,
Philadelphia, Oct. 5, 1920. Director.

Raps Lansdowne Avenue Paving

To the Editor of Evening Public Ledger:

Sir—If the paving of Lansdowne avenue, west of Fifty-second to Sixty-third street, is a specimen of reform workmanship, why the sooner we re-reform the better for the interest of the taxpayers. If stone without cement between is correct, why use cement at all.

TAXPAYER.

Philadelphia, October 6, 1920.

A Tired Man

To the Editor of the Evening Public Ledger:

Sir—I would like to take exception to a brief communication which recently appeared in your paper signed by a young miss, who complains that men keep their seats in cars and let women stand. I should like to ask this young lady upon what grounds she thinks that a tired man should give up his seat to a shopping woman, a chewing gum manipulator or a girl on the way from the movies.

E. A. JACKSON.

Philadelphia, Oct. 7, 1920.

Defective Weighing Machines

To the Editor of the Evening Public Ledger:

Sir—I think there should be a censor of weighing machines, some one who would look after these machines and compel the owners to take them off the streets and out of buildings when they do not work. I have known persons to try a great many of these machines. Some of them would not work at all and others were in such bad shape that they gave ridiculous results. While it only permits of a loss of a penny, yet it is not fair to have defective machines on the street and allow the public day after day to spend their money without results.

The way to overcome this would be for policemen to have coins the size and weight of a penny which they could use on their route, and every machine that is not correct should be labeled; and by so doing I am sure the owners would see that they were kept in order.

C. M. REBER.

Philadelphia, Oct. 7, 1920.

Questions Answered

German Approach on Paris

To the Editor of the Evening Public Ledger:

Sir—How close did the German army come to Paris in the recent war?

D. L. A.

Philadelphia, October 7, 1920.

About the nearest point that the German army reached was within thirty miles of Paris, although German scouts are said to have approached as near as a dozen miles to the French capital.

Ouija Board and Science

To the Editor of the Evening Public Ledger:

Sir—I would like you to explain to me why it is "the ouija board moves if you do not push it."

MRS. E. L. TRASK.

Philadelphia, October 7, 1920.

Undoubtedly the movement is the result of unconscious pushing, caused by a strong desire of the sitters to have the board move. We cannot say whether this is always the case. There are many things in electricity, magnetism, psychology and physiology that are not yet understood.

Pairing of Legislators

To the Editor of the Evening Public Ledger:

Sir—Will you explain "pairs" as a word as used in Congress? If the senators or representatives who are paired are present, why are not their votes counted?

S. L. LAMB.

Philadelphia, October 7, 1920.

The "pair" is merely a fair and friendly arrangement between senators or representatives. It enables a law maker who expects to be absent when the vote is taken to go away without hurting the side he is supporting. Senator A, for instance, who would vote for a bill, but has pressing business away from Washington, in his absence his vote cannot be given or counted, but in order that his side may not lose anything by his absence, he agrees with Senator B, who is opposed to the bill, that neither shall vote. Thus each side loses one vote and the result is not changed. For example, if on a certain bill fifty of ninety-six senators are in favor of it, and forty-six are opposed, it would be a majority of four for the bill. But if five senators, who favor it, are absent, and are "paired" with five who oppose it, then the vote will be 45 to 41, leaving the majority unchanged at 4. Paired senators do not vote, even though they are present.

To Mend the Atlantic Cable

To the Editor of the Evening Public Ledger:

Sir—If the Atlantic cable breaks, how can they tell where it is broken in order to mend it?

D. D. L.

Philadelphia, October 7, 1920.

Ships are sent out to grapple for the cable and bring it to the surface. It is then connected with telegraph instruments on board. If the message to America is received and answered, but the one to Europe is not, then it is known that the break must be east of the point where the trial was made. So, after repeated trials, the break is located, the two ends are then drawn on board and spliced.

The Old Constitution

To the Editor of the Evening Public Ledger:

Sir—By whom was the old Constitution built, where and by whom, and is she at the Boston Navy Yard?

H. E. RUMBOL.

Camden, N. J., Oct. 6, 1920.

The Constitution, or "Old Ironsides," as she is more familiarly known, was built at Boston in 1794. Congress authorized the building of six frigates that year, the names of the vessels, aside from the Constitution, being the United States, the President, the constellation, the Chesapeake and the Congress. The home of the Constitution for many years has been the Boston Navy Yard.

Panama Canal Tolls

To the Editor of the Evening Public Ledger:

Sir—Do ships of all countries have to pay the same tolls to pass through the Panama Canal?

S. A. R.

Philadelphia, October 7, 1920.

The ships of all countries have to pay at the same rate to pass through the canal.

Upon Reaching Poles

To the Editor of the Evening Public Ledger:

Sir—How can any one tell when he reaches the North or South Pole?

P. F. C.

Philadelphia October 7, 1920.

In the same way that navigators can tell their position at sea, by taking the position of the sun and making the usual calculations.

Wilson and Lansing Episode

To the Editor of the Evening Public Ledger:

Sir—A controversy has arisen among several friends as to whether President Wilson asked Secretary of State Lansing to resign and we decided to leave it to you for an answer.

S. S. E.

Philadelphia, October 7, 1920.

President Wilson practically asked Secretary Lansing to resign by writing him in a manner censuring his course during the President's illness. Mr. Lansing then offered to resign and the President replied that he thought it would be best for him to do so. Mr. Lansing, thereupon, sent his resignation "to take effect at your convenience." The President accepted it "to take effect immediately."

About "The Fullah Maid"

To the Editor of the Evening Public Ledger:

Sir—A long poem in my possession, entitled "The Fullah Maid," gives as the author Ernst Henrici. Can you tell me something about the author and what is meant by "Fullah" maid?

H. T. GREENE.

Philadelphia, Oct. 6, 1920.

Dr. Ernst Henrici was born in Germany on December 10, 1854. He was educated in his native city and studied at the Universities of Berlin, Paris and London. After completing his education he went to Africa as a scientific explorer of German colonies, and taking part in various combats with the savages of the Dark Continent, he was seriously wounded. In 1891 he sailed to South America, and in 1892 the government of the republic of Costa Rica called him to that country, where he occupied for some years the post of a government topographer, geologist and road constructor in the region of the projected interoceanic canal. From Central America he came to reside in this country.

"The Fullah Maid" was translated from the German into English by Frank Claudy, of Washington, D. C. The Fullahsm, Fulas or Fellatas are a Mohammeden people of the western Sudan, in Africa. The race consists of many tribes and varieties of form and color. Unmixed, they are reddish brown, with regular lips, straight nose and curly hair. In their pure state they are proud and grave, intelligent, tolerant and brave. In the beginning of the last century they revolutionized the Sudan and founded several states, becoming predominant in many countries of that part of Africa.

Jupiter in Mythology

To the Editor of the Evening Public Ledger:

Sir—What was Jupiter's rank or place in ancient mythology? Why is he sometimes called Jupiter Pluvius?

F. B. IRVING.

Camden, N. J., Oct. 6, 1920.

In Roman mythology Jupiter was the supreme deity, the head and front of the whole system; god of the air and king of the celestials. He was primarily a divinity of the sky and the originator of all atmospheric changes and weather conditions. His weapon was the thunderbolt, and one of his titles was Jupiter Tonans—thundering Jupiter. Heavy and continuous rain was attributed to Jupiter Pluvius—rainy or rain-sending Jupiter. When the earth became parched with heat and was in sore need of rain Romans invoked the great god as "Jupiter Pluvius."

A Popular Poem and Song

Poe's "The Raven"

To the Editor of the Evening Public Ledger:

Sir—What did Edgar Allen Poe mean to reveal to us in "The Raven"?

S. L. LONGACRE.

Philadelphia, October 7, 1920.

He did not start with the intention of revealing anything. He was writing a poem and writing it for sale, for this great literary genius was always badly in need of money. He himself has explained, in one of his essays, how very mechanical was the construction of his most famous poems. He first decided to write a poem with a mournful refrain. At that time he had no idea of a raven or what the poem was to be about. He decided, he says, that the mournful refrain must contain a long "o," that being the most mournful of sounds. So he hit upon "more" and then "nevermore" as the word which should be constantly repeated to secure the effect wanted. But how could "nevermore" be so often repeated without making the poem slightly ridiculous and spoiling the effect? Only if it were uttered by a talking bird; not the gay-hued parrot, which again would spoil the effect, but the somber raven, and so, step by step, Poe constructed the poem, not knowing what he was to write until he had at first decided upon the effect he wished to produce upon a hearer. Any message which "The Raven" may be thought to contain is secondary to the main purpose, which was to write a sonorous and melancholy poem about something, anything.

The Music of "My Country"

To the Editor of the Evening Public Ledger:

Sir—How many nations, besides Great Britain and America, have utilized the music to which we sing the words of "America"—"My country, 'tis of thee"?

C. E. LANNING.

Philadelphia, Oct. 6, 1920.

This music is also used as the national hymn of Sweden, "Heil Dir, Helvetia"; of Denmark as "Heil Dir, den liebenden"; of Prussia as "Heil Dir, im Sieger krantz"; of Bavaria as "Heil, unserm Konig, Heil!" Under the same name it was used as the national hymn of Wurtemburg, Tanover and Saxony. Sweden had it as "Bevare Gud var Kung" until the court of Sweden adopted "Ur Svenska," an old folk song. Russia used "God Save the King" until the time of Nicholas I.

At least three composers are credited with its origin, the Frenchman Lully, of Louis XIV's time; Dr. John Bull, an English writer of Elizabethan days, who died at Antwerp, and James Oswald, a Scotch musician, court composer to George III. It is without doubt of folk song origin and owed its popularity in England to the adaptation of it as first produced by Henry Carey at a dinner celebrating the capture of Portobello in 1740.

The People's Forum will appear daily in the Evening Public Ledger, and also in the Sunday Public Ledger. Letters discussing timely topics will be printed, as well as requested poems, and questions of general interest will be answered.

PREVENTION OF FIRE ADVOCATED TODAY

Whole Nation Joins in Annual Move to Diminish Losses From Flames

TAKES AWFUL TOLL OF LIVES

Fire prevention day, designated in an effort to arouse the people to the magnitude of fire waste and to induce them to take more interest in the subject of fire prevention, is being observed throughout the nation today.

Federal, state and municipal officials, with statistics at hand showing that careless, indifference and neglect play a great part in causing fires, have joined in their efforts to show that all can help to save life and property from needless destruction by flames. The National Fire Protection Association also plays an important part in educating the citizens in the prevailing evils of fire and the ruin and devastation it causes, in many instances needlessly.

In this city, as well as throughout the country, fire prevention day is not treated in a holiday spirit. It concerns itself with such measures as inspection, the cleaning up of premises, the removal of hazards and the arousing and education of the public. Yesterday school children throughout the city were instructed in fire prevention.

City Fire Marshal George Elliott, directing the fire-prevention campaign in this city, points to results of investigations made in Philadelphia, showing that half the fires here are directly traceable to some one's carelessness.

The number of fires has increased in Philadelphia every year from 1911 up to last year, which had a smaller number, although a greater monetary loss than 1918, Mr. Elliott said. It was in 1911 that fire-prevention day was first observed, the date of October 9 being chosen because it is the anniversary of the day Chicago was in flames. Now the observance of the day is virtually a national event.

The per capita loss per annum by fire in this city is $2.47, while throughout the nation it is estmated at $3. But what is considered far more vital than the property loss by leaders in the prevention work is the danger to life. Fire annually claims 1500 victims in the state, and, according to statistics, 20,000 throughout the country. Proclamations on Fire-Prevention Day, issued by both President Wilson and Governor Sproul, call attention to this loss of life.

In urging a country-wide celebration of the day, the President also declared that more than $250,000,000 in buildings, foodstuffs and other resources are destroyed annually by flames in this country.

Methods of Safeguarding

The state bureau of fire protection, in issuing a statement on the observance of the day "for the public welfare," listed the following methods of safeguarding against fire:

"Carefulness is the first principle in fire prevention. Interest is necessary to make it effective.

"Examine your premises frequently to detect and correct defects.

"Remove old and dilapidated buildings that are not useful. Otherwise repair them.

"Permit no accumulation of waste and rubbish. Closed metal cans should be used for temporary use, where this is necessary, and contents should be disposed of daily. Hot ashes should never be deposited in wooden receptacles or against combustible material.

"Keep your chimneys in good condition and clean. Always see that stove-pipes are properly connected and solid.

"Electric wiring should frequently be inspected.

"Furnaces and heating appliances should be carefully inspected. Many fires occur by their closeness to beams, rafters and floors, when not protected by some some fire retardent.

"Open flame lights and swinging lamps frequently ignite articles that are blown against or come in contact with them.

"Fire extinguishers have proven their worth in preventing large fires. Dry sand is good for extinguishing fires in oil, varnish and other inflammable liquids.

"The match has taken a large toll in life and property loss. Children especially have been victims due to thoughtlessness of parents in leaving matches lying about. Safety matches, or those which require striking on the containing box, should be used, but always kept out of reach of children.

"Smokers should be careful in discarding cigars, matches and cigarettes.

"Gasoline used for cleaning purposes, and in starting and hurrying the progress of stove fire, has a fatal record in life and property loss. Gasoline should never be used or handled when the fumes are in any manner exposed to an open flame light or fire. Kerosene also should never be used in the preparation of a stove fire.

"Installation of lightning rods, particularly in rural districts, will reduce the possibility of fire loss in the event of lightning stroke."

Sneak Thieves Get Watch

Two men, believed by the police to be the same who have been entering houses about the city with false keys, robbed the home of Mrs. W. K. Thompson, at 6107 North Tenth street, yesterday. They were discovered by a neighbor, Mrs. Agnes Douglass, and were frightened away. They stole a gold watch valued at $40.

National Fire Prevention Day
SATURDAY, OCTOBER 9

Reduce
The Risk of Fire
The Pawnee Peless Furnace is the safest heating system you can install. No pipes to become overheated and ignite woodwork. Heats entire house to 70 degrees in zero weather from one register, which is surrounded by cold-air passage, making it impossible for heated surface to come in contact with combustible material. Cuts fuel bills 25 to 40 per cent. Low initial cost. Write for booklet.
FLECK BROS. CO.
Display Rooms:
PLUMBING
44 TO 50 N. 5TH ST.
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506 ARCH ST.

95% of All Fires Are Due to Poor Heating Installation or Need of Repairs
Have It Done By a Reliable Firm
WE GUARANTEE OUR WORK
AUSTIN, GORHAM, McILVAINE & CO.
144 North 3d Street
HEATING and POWER ENGINEERING and CONTRACTING

Private Fire Alarm Service
Watchman's Supervisory Service
Operating the Gamewell Fire Alarm System, the only direct connection with Philadelphia Fire Department, thereby insuring instant service.
Auxiliary Fire Alarm and Telegraph Company
1521 Chestnut St., Philadelphia

October 9th—Today By Proclamation
FIRE PREVENTION DAY
Startling facts showing
Where America lags behind!
(1) *Fire is actually sapping the financial strength of the United States at the rate of a million dollars a day.*
(2) *Our per capita loss by fire is greater than any other nation on earth.*
(3) *Every minute of every day in the year someone's building burns down.*
(4) *Europe's fire losses are one-tenth those of America.*
(5) *Conservation and preservation of our wood is an urgent national necessity. We use approximately 250 cubic feet of lumber per capita annually; Germany, 36; France, 25; England and Italy 14.*
(6) *We have undoubtedly the finest fire-fighting forces in the world, yet our great public institutions, colleges, hospitals, churches, schools, libraries, art galleries, museums burn fiercely—take the million-dollar fire at Johns Hopkins University last Thanksgiving Day, for instance.*
(7) *We have reduced in less than a century our forests from 850,000,000 acres to 150,000,000.*
(8) *Losses by fire plus the terrible criminal waste of lumber in the past makes it a solemn and urgent duty to fireproof wood.*
(9) *Over fifteen thousand men, women and children were sacrificed to fire last year in America.*
(10) *Fire prevention must be made a matter of personal attention.*
"Therefore,—I, Woodrow Wilson, do urge"—
"Whereas the need of the civilized "world for American products to "replace the ravages of the great "war is especially great at this time, "and
"Whereas the present serious "shortage of home and business "structures makes the daily destruc"tion of buildings by fire an es"pecially serious matter, and
"Whereas a large percentage of "the fires causing the annual Ameri"can fire waste may be easily pre"vented by increased care and vig"ilance on the part of citizens,
"Therefore, I, Woodrow Wilson, "President of the United States, do "urge upon the Governors of the "various States to designate and set "apart Saturday, October 9, 1920, as "Fire Prevention Day, and to re"quest the citizens of their States to "plan for that day such instructive "and educational exercises as shall "bring before the people the serious "and unhappy effects of the present "unnecessary fire waste, and the "need of their individual and col"lective efforts in conserving the "natural and created resources of "America."
You CAN make wood so it WILL NOT BURN!
It is good to have a fine fire-fighting force—all praise to those brave men who have saved millions in money and untold thousands of lives—it is good to have sprinkler systems and fire extinguishers, but it is BETTER to have wood and a building that will not, indeed cannot, burn. It can be done!
You cannot burn wood treated with "Oxylene"!
You cannot burn wood or even any cellulose material that has been treated with "Oxylene." Try it and see. Treat a chunk of wood with it, and then attempt to light the fire. You can roll it, paint it, polish it, and work it how you like, but the whole output of a match factory won't make it burn however intense the heat. Moreover, the treatment preserves the wood and prolongs its life.
What the "conservative" British Admiralty found by tests.
It has to be something of unusual merit supported by incontrovertible evidence to get the British Admiralty to submit an invention or a process to exhaustive tests over a long period. It subjected "Oxylene" to most severe tests, and when it adopted the process, gave larger orders than the makers could fill.
Amongst other tests the British Admiralty took pieces of teak 20 feet long by 6 inches square, split them down the center and held small pieces in the naked flame of a smith's forge and a Bunsen burner. The flame of an electric arc also was played on the interior of the wood, and an oxyacetylene lamp of 6000° centigrade was tried. In no single instance did the wood catch fire. It was slightly charred at the point of contact with the heat applied, but the charring instantly ceased on the removal of the heat, a great point when one considers it is wood and wood alone which first gives fire a permanent foothold.
In the War—Fireproof Ships and Crews
During the war, besides the woodwork of big ships, hundreds of destroyers, submarines, motorboats, etc., of the British Navy were lined with fireproof wood, and, in going into action, the sailors wore canvas masks similarly protected by the "Oxylene" process.
The British Board of Trade makes its use compulsory.
All the woodwork of the cars of the Metropolitan District and London "Tube" railways are treated by the "Oxylene" process, and the British Board of Trade makes it compulsory for "Tube" railway cars to be fireproofed. Several British Railway companies apply the system to their rolling stock, and it is being extensively utilized by the London County Council, many Municipal Corporations and a variety of commercial firms.
Buildings in Great Britain are in a large degree more solidly constructed than in the United States. Their component parts are for the most part brick, stone and concrete. A wooden house is a rarity in England. Yet there is a large "Oxylene" fireproofing works in England, and it is only now that steps are being taken to instal a similar plant near New York.
"The REAL Combustibles were Copper, Iron and Brass."
In conclusion, see the striking statement of the British Board of Trade in its report on a fire on the Metropolitan District Railway—
"We may here remark that all the woodwork on the Company's cars in proximity to electric conductors has been rendered non-inflammable. This and other occurred cases of a similar kind have proved that the wood will char under the effect of intense heat from electric flashing, but will not catch fire. The real combustibles in this fire, if we may use the word, were copper, iron and brass!"
Proprietors of the Process.
The "Oxylene" process is the sole property of the Timber Fireproofing Co., Ltd., of Market Bosworth, Leicestershire, England, by whom it has been registered in every country in the world.
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