

CITY OVERBOUGHT FIRE EQUIPMENT

(Continued From Page One.)

ment differs from that contemplated by the board of safety. The city board has planned to have 230 men on duty day and night, and the two-platoon system is put into effect. The national board, basing its view on the experience of cities over the country, suggests it would be better to have 214 men in the day and 204 nights.

POINTS OUT
POSSIBLE SAVING.

In his letter of Nov. 11, accompanying the detailed recommendations, Mr. Sellers says that the purchase of chassis and motor equipment according to the underwriters' outline the city could have saved the expense of eight combined pump, chemical and hose wagons, one sixty-five-foot aerial truck and three service wagons. Roughly estimated this would figure an unnecessary expense of about \$55,000.

The most astonishing fact brought out by the underwriters is that the city will not receive any credit in its rating as to protection from fire because of this extra equipment, but may actually lose credit.

The rating of cities by the National Board of Fire Underwriters uses a point system, adding to the points when the city has some undesirable feature and deducting therefrom when the undesirable feature is eliminated or a desirable feature added.

Indianapolis at present has a rating of 1,573. This puts the city in the fourth class, which includes the standard class with a rating of 1,500 and 2,000. Despite this fourth class rating, the city several years ago obtained a reduction of basic insurance rates to those in force for cities of the third class on premises to make certain improvements in the fire fighting system. Some of these promises have been fulfilled, but most have not, as the lengthy list of recommendations given by Mr. Sellers indicates.

POINTS WAY TO
MORE CREDITS.

Mr. Sellers suggested that if the city will make the changes recommended, 885 demerits may be turned into credits and the city's rating as to lack of protection reduced to 711. This would put Indianapolis in the second class for insurance rates. There are only two municipalities in the country with this rating at present, and Indianapolis is one of them.

These are small cities in Massachusetts, which enjoy their rating chiefly because their fire fighting system is necessarily so simple there can not be much wrong with it.

The 887 demerits which would be lost by improvements would be divided as follows:

Water supply, 114; fire department, 604; fire alarm system, 147; building laws, 54; explosives and inflammables, 43.

The general views of the underwriters regarding the Indianapolis situation are outlined by Mr. Sellers in his Nov. 11 letter to the board as follows:

LETTERS OUTLINE
PROTECTION BASIS.

In compliance with your request, the protection has been graded according to improvements in apparatus, comprising the purchase of eighteen 600-gallon and seven 750-gallon combined pump, chemical and hose wagons; ten service trucks; one eight-five-foot aerial truck; two tractor for steamers; one supply and fuel wagon; all automobile; powerful stream appliances; minor equipment and hose; the erection of a pump station; the addition of fire stations and rescue shop; by increasing the number of company members (to operate under the double platoon system) so that there will be 214 men on duty day and 204 men on each shift (including the proposed two engine and one ladder company) and by arranging the response to alarms so as to meet standard requirements with the result that a credit of 242 points and reduces the total number of deficiency points to 1,338, or a grade of protection of the third class.

Satisfactory protection for the city's present needs would not require the pur-

chase of the full amount of apparatus as noted above. By purchasing apparatus in accordance with recommendations on page 5, summarized on page 6, there would be a saving in the contemplated purchase of combined pump, chemical and hose wagon, ten automobile combined hose wagon to be purchased, however, to replace automobile plain hose wagons with engines, one service truck, and by assigning to the apparatus (both old and new) as recommended the same number of men as the original service there would be needed a minimum on day duty of 214 compared with a contemplated fire force of 230, or a saving of twenty-five men in the day grading which it now enjoys.

WHAT LASTING
SURVEY SUGGESTED.

You are aware that when the city was last surveyed by engineers of the National Board of Fire Underwriters the grading showed 1,575 points of deficiency.

This placing it in class four (N. B. F. U. classification) although the present system is not up to the standard of a third class city. It will be noted from the foregoing that with the improvements made, which are now contemplated by you, the city will be advanced to class three the grading which it now enjoys.

At the conference Mr. Townsend laid

out the general improvements which he had in mind and took into account in the 250 points. This condition is brought into effect immediately. Chief among these was the absolute divorce of the fire department from politics, even though this means the repeal of the statute providing that an equal number of Republicans and Democrats shall be appointed to it; the establishment of a central repair shop; the appointment of a central apparatus repair work; a school of instruction for drivers and operators of motor apparatus; increase of the number of battalion chiefs to eight instead of the present four, so there will be four on night duty and day; a department training school, a fire tower for use in the training courses, and a competent drill master; addition of the different companies which will rotate so that some one is getting instruction every day.

SUGGESTION ON
POLITICAL PHASE.

The recommendation regarding taking the department out of politics reads as follows:

"That civil service regulations be adopted; these to include tenure of of-

fice except after trial on charges and suitable provisions for appointment and promotion, including age, weight and height limits; examinations to be given for each grade, and in the case of engineers, assistant engineers and chauffeurs, to consist of a thorough examination of their ability in the maintenance and operation of apparatus."

In the discussion of this, Mr. McWhirter and Mr. Dithmer called the attention of Mr. Townsend and Mr. Sellers to attempts the board of safety has made to keep the department out of politics. The underwriters indicated it never can be wholly free of politics until the law making the basis of appointment a political question is removed.

Mr. Townsend seized this occasion to inquire whether this low number of trials might not indicate too great leniency in the enforcement of the board's rules.

The board members did not think it did.

SAY THEY WILL
COMPILY WITH SOME.

The safety board members said they have plans under way to comply with many of the suggestions made, including the repair shop, the master mechanic, the school of instruction for drivers, the increase in the number of battalion chiefs and to some extent the department training school.

They disagreed with the underwriters in regard to the lack of necessity for the two new stations and the excess one of the three which the underwriters suggested be abandoned. One of the new houses is needed in the territory between Thirty-Eighth street and the northern city limits, comprising a district more than three miles long without a station, and the other in a section of West Indianapolis now without adequate protection, the city officials said. Mr. Town-

send promised to give this matter more consideration.

Among the recommendations made in addition to those given above are the purchase of equipment for the new motor apparatus.

This a battalion chief be assigned to respond to all alarms, including still alarms, through the city.

That in connection with the motorization a rearrangement of assignments be made, reducing the number of companies responding to one alarm, but not to a point where there will be less than four engines or hose and two ladder companies for first alarms in high value districts and two engine or hose and one ladder companies in residential districts.

That improvements be made in the fire alarm headquarters in the city hall and to the cable systems.

ADDITIONAL ALARM
BOXES SUGGESTED.

That additional alarm boxes be installed so that there will be one within 500 feet of any building in important districts and within 800 feet of every group of valuable buildings; that the boxes be mounted in all group buildings by red lights and have red bands and the boxes themselves being painted red once every year.

That the city's existing ordinances be strengthened until they comply with the national underwriters' standards and then be rigidly enforced. Among the changes proposed, under this head, is amendment of the ordinance prohibiting the use of shingles on the roofs of buildings.

That underwriters' standards in hose equipment be followed, particularly as to the addition of some three-inch hose to the equipment of every hose wagon. (The board of safety plans to follow this in

make to conform with underwriters' standards and rigidly enforced.)

That additional sprinkler systems be required in all buildings considered as special fire hazards.

The board of safety will have another meeting with the underwriters' representatives Thursday morning at 9 o'clock.

The representatives are meeting with officials of the Indianapolis Water Company today.

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Designed in beautiful Oriental colorings and patterns, these Westminster Brussels Rugs combine beauty with highest economy and durability. Now priced at \$24.50, these rugs were sold at \$42 and are absolutely undamaged. At the price they are not going to stay in the store long—so hurry.

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Our recent fire was fortunately confined to the upper floors of our building, so most of the damage was from smoke. All of our stock has been cleaned, polished and placed in condition practically as good as when the pieces came from the makers. Hundreds of rugs, some of them never unwrapped, are in perfect condition. This large stock is being closed out at radical reductions. It will pay you to buy for future requirements.

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GLAZER
444 E. WASHINGTON ST.Illinois Central Presents Comparative
Costs of Passenger Fares

Americans pay more for nearly everything they buy than do Europeans. They are able to pay more because their wages are relatively higher. There is one notable exception, however—passenger transportation charges in this country are substantially lower.

Although there has been a recent increase in American passenger fares, Americans still pay less for traveling accommodations than Europeans. The following is a comparison between passenger fares charged in the United States, the points being on the Illinois Central System, and fares paid by Europeans traveling similar distances:

FROM	TO	Distance (Miles)	Railroad Fare First Class	Sleeping Car Fare	R. R. Fare and Berth
Jackson, Miss.	New Orleans, La.	183.1	\$ 7.13	\$ 3.65	\$ 10.78
London, Eng.	Manchester, Eng.	183.5	11.07	2.43	13.50
Memphis, Tenn.	Vicksburg, Miss.	221	8.59	4.05	12.64
Paris, France	Liege, Belgium	228	14.51	7.53	22.04
St. Louis, Mo.	Chicago	294.2	11.24	4.05	15.29
London, Eng.	Carlisle, Eng.	299	19.59	3.65	23.24
Chicago	Fort Dodge, Iowa	374.6	14.89	4.05	18.94
Paris, France	Geneva, Switzerland	375.9	25.68	14.63	40.31
Sioux City, Iowa	Chicago	509.6	20.15	4.88	25.01
Paris, France	Blarritz, France	507.3	32.60	18.31	50.91
Chicago	Memphis, Tenn.	526.7	21.15	6.08	27.23
Paris, France	Milan, Italy	522.5	47.59	22.12	69.71
Birmingham, Ala.	Chicago	689.2	25.62	8.10	33.72
Paris, France	Venice, Italy	687.2	61.39	27.56	88.95
Chicago	Jackson, Miss.	737.4	29.34	8.91	38.25
Paris, France	Florence, Italy	731.3	64.45	32.00	86.45
Louisville, Ky.	New Orleans, La.	787.4	30.11	8.81	39.02
Paris, France	Prague, Czechoslovakia	786	93.13	24.96	118.00

All American fares given in the table include a war tax of 8 per cent. The American sleeping-car fares are for lower berths.

The American custom of handling, free of charge, as much baggage as the ordinary passenger carries is unknown abroad. In addition, baggage rates in Europe are much higher than in the United States. This condition should be considered in comparing passenger fares in the various countries.

In the United States the railroads collect a surcharge on sleeping-car fares, which is included in