

LETHBRIDGE FIRE LOSSES

Small Net Amount—Causes and Other Details—
Adequate Protection Must be Provided

The number of calls received by the Lethbridge fire department for fires or supposed fires was seventy-six (being an increase of twenty-seven from that of the previous year). Of this number seven were false alarms.

The total loss from fire within the city limits was estimated at \$6,737, and the value at risk \$1,150,454.

Out of the above losses \$290 was a total loss which occurred on uninsured property, all the rest being fully covered by insurance.

There was no time during the year that fire got beyond the building in which it originated.

The brigade received 35 calls between the hours of 6 a.m. and 6 p.m., and 41 between the hours of 6 p.m. and 6 a.m.

The distance travelled by machines travelling to and from fires was 114 miles, or an average of $1\frac{1}{2}$ miles per fire. They were engaged 43 hours and 38 minutes, or an average of $34\frac{1}{2}$ minutes per fire, the time being taken from receipt of notice until the return of brigade to station.

At these fires 1,935 gallons of chemical were used, 7,500 feet of hose were laid, and 302 feet of ladders raised.

Details of Fires and Causes

Fire Chief Hardy reports that in conjunction with building inspector Meech he regularly inspected public buildings and places of amusement. On several occasions were recommended alterations to be made for better safeguarding the public which were carried out, and only on two occasions was it necessary to prosecute, two convictions being secured.

The strength of brigade and plant is as follows:—18 permanent firemen, including all ranks; 2 fire engine stations; 2 chemical engines; 2 hose wagons; 1 steam fire engine; 1 ladder truck with 8 ladders; 9 horses; 250 feet of chemical hose; 5,150 feet of cotton rubber-lined hose; 37 fire alarm boxes.

The trades in which fires occurred were:—Automobiles, 2; bake houses, 1; brewery, 1; cafés, 2; dwellings, 23; freight cars, 3; passenger cars, 1; hotels, 3; hospitals, 1; mixing plant, 1; outhouses, 3; offices, 6; power plant, 1; prairie, 5; stores, 8; stables, 3; theatres, 1; vacant lots, 3; vacant premises, 1. Total, 69.

Causes:—Accumulation of soot, 5; boiling over, 1; burning rubbish, 7; children playing with matches, 1; defective flues, 12; defective heating, 2; defective hearth, 2; explosion (gasoline), 1; electric irons, 2; flying brands, 1; friction, 1; hot ashes, 6; lights in contact, 1; lights thrown down, 18; over-heating, 5; spontaneous, 2; sparks from chimney, 2; false alarms, 7. Total, 76.

New Station and Other Needs.

The alarms were received as follows:—Telephone messages, 60; street fire alarms, 6; civilian messengers, 7; police messenger, 1; brigade messenger, 2.

The fire chief recommends the purchasing of a site for No. 3 station in the southeast district.

Also that a five-passenger auto be purchased for a squad wagon.

Also that the fire alarm system be overhauled and brought up-to-date as follows:—One duplicate set of storage batteries; 1 battery rack; 1 punch register; red lights on fire alarm boxes; alarm lines overhauled. This would cost approximately \$500, and that the following minor equipment be purchased to bring the department right up-to-date: One life net; 3 Siamese couplings; 1 perfection holder; 4 waterproof covers. Approximate cost for above would be \$250.

The estimate for 1913 maintenance follows:—Feed and shoeing for 9 horses, \$1,705; uniforms, rubber coats, and rubber boots, \$1,000; telephones, \$104; fire alarm maintenance, \$200; sundries, \$1,000; salaries, \$17,000. Total, \$21,009.

The United States congressional investigation of the New Haven-Grand Trunk traffic deal in New England will not be recommended by the House Rules Committee, which has held several hearings upon the subject. It has become known that the Federal Government's prosecution of railroad officials concerned was one of the reasons for the committee's determination.

As a result of the representations recently made to the Minister of Marine and Fisheries by the Shipping Federation, represented by Mr. Andrew Allan and Mr. Robb, of Montreal, it is probable that a commission to be known as the Pilotage Commission will be appointed shortly to inquire into the pilot system of Canada, but more particularly into the St. Lawrence River and the Atlantic coast.

ST. JOHN SUFFERS FROM FIRES

Some Large Fires—Fire Chief Draws Attention to the
City's Needs and Makes Recommendations

St. John, N.B., fire department responded to 210 alarms, including still alarms. One hundred and seventy-two were responded to on the east side and 38 on the west side. The following figures show approximately the insurance losses on buildings, stocks and furniture:—

Total amount of insurance at stake	\$1,037,100.70
Losses paid thereon	78,690.70

Divided as follows:

Insurance on buildings	960,600.00
Losses paid thereon	29,704.00
Insurance on stocks, plant and furniture	77,250.00
Losses paid thereon	48,966.70
Uninsured losses (about)	28,291.00
Total fire losses for 1912 (approximate)	108,374.70

The fire damage for the year exceeds that of 1911. In 1911 the insurance loss amounted to \$43,462; total fire loss \$57,462.03.

Three Serious Fires.

Three serious fires occurred during 1912.

1. On Sunday, 19th May, on Germain Street, in Peters Block. Hutchings Bros.; insurance losses about \$10,000.

2. May 26, Charlotte Street. Coffey building; Fraser, Fraser & Company; insurance loss \$9,950.

3. August 26. Wilson's foundry. Hon. J. E. Wilson had only about \$3,500 insurance. The estimated loss above his insurance was about \$25,000. The total insurance loss at the fire was \$22,210.

Chief Engineer Kerr describes in detail the department apparatus. Referring to an inventory of the department property he says the total value of the real estate and building plant amounted to \$78,107; the personal (including engines, horses, etc.), \$141,844, a total of \$219,951.

St. John is growing, and it will be necessary in the very near future to increase the supply of fire apparatus, and additional station houses will have to be provided for. This is the condition of affairs which must be faced sooner or later and from which there can be no escape, and our citizens will no doubt insist upon being provided with adequate fire protection.

Necessary Equipment and Repairs.

The fire chief makes the following recommendations:—

1. Procuring a new boiler for No. 1 engine and repairs to wheels. Present boiler 16 years old.
2. The providing of a set of extra wheels and shafts for hose wagons in the south and north ends.
3. The purchase of three Morse Monitor nozzles. One for the north end department and the two ferry boats "Ludlow" and "Carleton." These boats thus equipped could give great assistance in case of fires occurring on wharves and water front.
4. The purchase of a proper ladder truck for use in Carleton.
5. The repairing of the different stations, such as new floors, etc.
6. The general repairing and painting of such of the apparatus as may be found necessary.
7. The installing of new fire hydrants in such localities as may be desirable.
8. The purchase of several new horses for the apparatus.
9. The consideration of reducing the present call force and in the introduction of a small permanent force and the purchase of auto apparatus. These being preliminary to larger expenditures for acquiring efficient and modern apparatus in the near future.

RAP FOR ONTARIO'S HYDRO PLAN

A report advising against the adoption of a plan similar to that in Ontario, of the Hydro-Electric Power Commission, has been submitted to the New York Legislature by the joint committee, appointed in 1911, to investigate and report on the conservation and utilization of water power. The committee recommend for consideration to the legislature the history of the Consumers' Gas Company, of Toronto, where, without competition, but by governmental regulation, gas has been reduced from \$1.25 per M. to 70 cents per M., under a statute automatically regulating the price to the consumers and dividends to the stockholders.

"There are a number of very extraordinary statements, for some of which there is no foundation whatever," says Sir James Whitney, commenting on the report.

The number of directors of the Terminal Cities of Canada, Limited, has been increased from five to seven.