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INTELLIGENT FIRE-FIGHTING.

Every great catastrophe has its lessons and points of reform and improvements. Happy the individual or the community that is alive enough to make the most out of disaster by acting upon the suggestions that come out of consideration of the evidence and causes that lead up to such losses.

The enormous annual loss of life and property as the result of fire has led to a large number of people to work upon fire-prevention schemes and methods of fire-fighting.

The recent disaster which befell the "Herald" building in Montreal suggested to the Montreal "Daily Witness" the advisability of placing in the hands of the fire chiefs more definite information as to the layout of the large buildings in Canadian cities.

The "Witness" prepared a suggestive card, upon which may be sketched the location of stairs, elevators, water and gas mains, and, in fact, everything that particularly interests the firemen in the case of fire. Duplicate cards may be made, and not only the fire chief, but the fire captains will have in their possession diagrams or charts, which may be conveniently arranged, so that when the brigade arrives at the scene the captain can have in his possession at once a diagram that will indicate the best position for the brigade to take up. The suggestion of the "Witness" is a good one. The diagram proposed is simple, yet full enough to give the necessary information. It is convenient in size, and, if properly filled out by factory inspectors, fire chiefs and building owners, will lead to the saving of much valuable property and frequently the saving of human lives.

The suggestion should be followed up both by the property owners and the fire chiefs, for when a brigade arrives at a building so thick with smoke that the fireman's lantern enables him to see but a few feet, a voyage of discovery is out of question, and the haphazard way of fighting fire under these difficulties does not lead to good results.

OVER-CLASSIFICATION ON THE NATIONAL TRANSCONTINENTAL.

The question of over-classification on the National Transcontinental Railway has been one of the most bitterly contested of the Parliamentary discussions during the last three sessions.

The Government had to defend the charge that the National Transcontinental Commission and the engineering staff of the National Transcontinental have greatly over-classified the material along the line, thus causing the Government to pay to contractors large sums of money which should not have been paid.

Recently, the board of arbitration, consisting of Collingwood Schreiber, Consulting Engineer of the Department of Railways and Canals; B. B. Kelliher, Chief Engineer of the G.T.P., and Gordon Grant, Chief Engineer of the National Transcontinental, have been considering