

WILL HELP THE SETTLER

British Columbia's Premier Outlines Railway Plans—
Provincial Government Will Build Wagon Roads

(Staff correspondence.)

Vancouver, January 13th.

In extending New Year greetings to the people of British Columbia, Sir Richard McBride, premier of the province, recapitulates what has been done in the past year and outlines future developments. Plans for settlement and colonization have been discussed before, but these cannot be carried to successful completion unless adequate transportation facilities are provided, therefore the reference made to railways is significant. The first settlers in any land always live in the hope that the construction of a railway will make things both convenient and profitable for them, and this has been the case in British Columbia.

Sir Richard states that he has the promise of the Pacific Great Eastern officials that the construction of that railway will make a record for time in the annals of railroad building, that either this line will be continued to the Peace River country, and perhaps eventually to Alaska, or some other line or lines will traverse that route. British Columbia and the Great Northern Company are more in accord than at any time previously. He points out that much is expected on the Pacific coast as evidenced by the Canadian Pacific Railway expenditures. But it is the Canadian Northern that will mostly assist in the development of those portions of the province that at present have no railways. It will hurry its construction through and will go ahead on Vancouver Island, where the Canadian Pacific Railway is also making extensions. The Grand Trunk Pacific also will be ready in a couple of years. The Kootenay Central is already operating part of its line. Progress is reported on the Kettle Valley road.

To Help the Settler.

In a year a great difference should be felt in many districts that have awaited transportation facilities. In addition, the government, the premier points out, is appropriating large sums for the construction of wagon roads. The whole idea is to help the settler.

In this connection, it is noteworthy that the Canadian Pacific Railway has decided to sell no more land to speculators, but direct to settlers from British North America, the British Isles and Northern Europe. Moreover, to encourage the people to go on the land, the company will advance \$2,000 payable in twenty years, and will furnish live stock and poultry at cost. Schemes like these should do much to help populate the country. The direct effect will not be felt so much in British Columbia, but it will mean much to the coast cities in time, and may serve as a suggestion to the provincial government.

Several proposals for the construction of drydocks on Burrard Inlet are before the government at Ottawa to receive consideration. These are all under the Subsidy Act. It is taken as a certainty that either one or two drydocks will be built.

This will not be the only improvement on Burrard Inlet. An initial grant of \$5,000,000 is to be made, to be administered by a harbor commission, wharves are to be built and a government elevator erected. It looks as if the government will see that Canada does not suffer from not being able to take advantage of future development on the Pacific coast.

Mining and Lumbering Returns Show Progress.

Sir Richard McBride, in his message referred to, mentions progress of the mining industry during 1912, the returns being in excess of any previously made. This doubtless has been a good thing for British Columbia. The memorial from the Trail board of trade, adopted at the convention of the associated boards of Eastern British Columbia, points out that the mining industry labors under great disadvantages, particularly the lead mining branch. The memorial at some length, sets forth the situation and asks for the extension of the Lead Bounty Act, which expires on June 30th next.

Lumbering is the other large provincial industry, and in this, as well as mining, a new record has been set. The increase for the year in receipts at the timber office amounted to \$78,125, while the timber cut in 1912 was a great advance over that cut in 1911, the figures being 770,000 feet and 605,000 feet respectively. Mills are all working at present, though this is the off season, and prospects are for a continuance of good conditions. The only drawback is the free entry of lumber from the United States. Not much is heard of the lumber from the province this time of year, but reports of activity continue to come in. Four hundred men are working at the plant of the Granby Company in the

Portland Canal district, and the early construction of a smelter is to be begun. Contracts had been awarded aggregating \$500,000, while the total expenditure in connection therewith will be a million and a half dollars. A lead stack will be put in for the custom treatment of northern ores.

French Consul's Suggestion.

M. Duchastel de Montrouge, formerly French consul in Vancouver, is here on a visit. He is of the opinion that trade between France and the Canadian West will increase in the future, especially with the opening of the Panama Canal, and he advocates strongly that the province should have a representative there. Propositions for investment are laid before the French people, and he declares it would be an excellent thing if there were some responsible and impartial representative of the province in Paris to give advice.

Mayor-elect Baxter, of Vancouver, is not unknown to those who have had to do with Vancouver's civic affairs. He is an alderman with several years' experience, and was a member in the council of 1912. The new mayor has had good experience, and is aggressive and capable.

STATISTICS OF BREWERY FIRES

The National Fire Protection Association has tabulated its record of fires in breweries, covering 100 losses. Comparatively few are equipped with automatic sprinklers, as the average brewery is of superior construction. In the cases on record the sprinklers have worked satisfactorily. The record indicates that the prevailing type of construction and the nature of the hazard resulted in much lower losses than is usual in classes so largely unsprinklered. In 42 per cent. of the cases the loss was small and in 28 per cent. the loss was moderate. In only 14 per cent. was there large or total loss.

The hazards common to all risks were responsible for the larger number of fires, accounting for 39 per cent. of all, with lightning, cooking, locomotive sparks and careless workmen the principal causes. Special hazards of the line caused 28 per cent. of all fires, and of these barrel pitching, the chief hazard of the class, was responsible for 39 per cent., malt grinding for 20 per cent., and malt drying for 11 per cent. A tabulation of brewery fire losses for a ten-year period shows that the average loss per fire has been 7 per cent. of the total value of the property involved.

Forty-eight per cent. of the fires occurred by day and 52 per cent. at night. Fifty-four per cent. occurred while the plant was in operation and 46 per cent. while it was not in operation. Fifty per cent. were discovered by an employee; 26 per cent. by a watchman and 21.8 by an outsider.

DANGER IN BURNING MOVING PICTURE FILMS

A few days ago, at Montreal, an explosion followed the throwing into the large oven of the west end incinerator, of a quantity of the celluloid substance which contains gun cotton in its ingredients. Luckily, little damage was done. The picture films which were sent to be destroyed by one of the picture show establishments of Montreal, were regarded as ordinary garbage. This has been done before, but the films were in smaller quantities and nothing was thought of the little puff and the report which followed. But this time a genuine explosion occurred, which set fire to the building. The electric light connections were also burned out. The fire was quickly under control, and Superintendent Chenevert informed the board the total loss was only about \$15.

Building Inspector Chausse also submitted a report in which he quoted from an authority what the picture films were made of. One of the substances is gun cotton, a powerful explosive. A comment cited by Mr. Chausse was to the effect that to attempt to render celluloid non-combustible was like rendering gun cotton non-explosive.

In view of the possibility of having a serious accident some day the building inspector made the following recommendation: "I think in view of the dangerous composition of the films the best way to destroy them would be to burn them in a field at least one hundred yards from any building."

The recommendation of the building inspector was noted and will be put into effect. It was resolved to communicate with the fire insurance underwriters regarding the matter.

PLEASED WITH THE PAPER

"We are very much pleased with The Monetary Times and wish it much success during the coming year."

(Signed) M. McCULLOCH,
Treasurer, Town of Kenora, Ont.

January 4th, 1913.