

times during the operating season. This pump should be located in a detached pump house.

Inside Protection

When it comes to the inside system, supply mains should not be less than four inches in diameter. Standpipes should not be less than 2½ inches. All valves should be two inch and should carry fifty feet of number one two inch linen hose, with one inch smooth nozzle attached to each valve. The Underwriters Standard for a cannery is one inside standpipe for every 5,000 feet of floor area. All of this equipment must be of first grade, in order to pass the Underwriter Standard. Also, in case the standpipe is not practical, one 2½ gallon fire extinguisher for each 2,500 square feet or fraction thereof of floor area, and one cask or barrel with two fire pails attached thereto, for every 2,500 square feet or fraction thereof, on each floor. The underwriters ask that these casks be painted red so as to be made very conspicuous. The capacity should be at least 40 gallons, and in a cold climate forty pounds of common salt should be dissolved in each cask. Two fire pails should be hung with each cask. It is better to have round bottomed pails so they will not be used for ordinary purposes and thus be out of place in an emergency. These pails also should be painted red and marked with the word "fire," so as to insure their use for fire purposes only. They should be placed so that they will be constantly in sight and should never be covered with stock or rubbish. They are best located near exits and stairways. In the case of the extinguishers, regular inspections should be made and the extinguishers should be recharged at least every six months. Suitable tags should be attached to these extinguishers bearing the date of the last inspection, and when they were recharged. All fire protection equipment should be put in charge of the foreman or engineer, who should be held responsible for their condition.

CANADA'S PULP IN NEAR FUTURE

In an address delivered before the American Chemical Society of Detroit recently, Mr. C. Price-Green, Commissioner for the Department of Resources, Canadian National Railways, ably justified Canada's claim for recognition among the nations of the world as a storehouse for national resources.

The lecturer showed concisely and impressively the forest wealth of Canada. The extensive reach of the Canadian National Railways, which taps all of the forest stores, makes for the better development of this commodity.

Canada supplies 55 per cent. of all the pulpwood used in the United States. In British Columbia

there is sufficient pulpwood to supply Canada's needs for 60 years. In 1890 there was exported only \$120 in Canada's pulp and paper industry, now \$250,000,000 is the ever-increasing figure invested. The annual producing is now valued at \$120,000,000, 80 per cent. of which goes to our Southern neighbor.

A comprehensive treatise was then given on the problem of reforestation. It was urged that unless this matter were carefully considered and acted upon within the near future a famine of no mean extent would be inevitable.

THE DECLINE IN BUILDING

The present hesitancy in making capital expenditures is well illustrated by the decline in building construction during September. In that month the permits issued in forty cities in Canada provided for the erection of buildings to cost \$8,299,483, as compared with \$11,880,972 in 1919. This decline has occurred in the face of an improved supply of labour and of material. There is an insistent demand for housing accommodation in a large number of cities and towns which has caused rents to advance sharply. Construction costs, however, are still high, and chiefly for this reason, would-be investors hesitate to build, fearing lest the temporary profits now offered by the rental of dwellings will be succeeded in a year or two by losses due to declines in rents and in the value of buildings, as a result of lower costs of materials and labour.

—Canadian Bank of Commerce Monthly Letter.

TRAFFIC RETURNS

Canadian Pacific Railway

Year to date	1918	1919	1920	Increase
Oct.	\$123,652,000	\$133,200,000	\$168,810,000	\$29,511,000
Week ending	1918	1919	1920	Increase
Nov. 7	\$3,437,000			

Grand Trunk Railway

Year to date	1918	1919	1920	Increase
August 31	\$34,408,555	\$50,384,474	\$58,814,000	\$8,429,525
Week ending	1918	1919	1920	Increase
Oct. 7	1,460,738			
Oct. 14	1,433,788	2,148,124	2,557,275	409,149
Oct. 21	1,296,165	2,101,835	2,666,086	564,251
Oct. 31	2,157,396			

Canadian National Railways

Year to date	1918	1919	1920	Increase
Oct. 31	\$63,973,321	\$76,184,936	\$96,558,325	\$19,373,379
Week ending	1918	1919	1920	Increase
Nov. 7	1,717,273			