

LARGE INCREASES IN THE REVENUE.

The monthly returns of the Government revenue continue to report very large increases. That for August, which is now available, shows that the revenue last month reached \$14,445,849, or an increase of more than 23 per cent. over the figures of August, 1911, which were \$11,727,444. Customs collections last month amounted to \$9,901,913 against \$7,947,421 for August, 1911, showing an increase of within a fraction of 25 p.c.

The returns for the five months of the current fiscal year are even more satisfactory. Thus to the end of August, this year, revenue reached \$66,903,167 against \$52,036,616, an increase of almost \$15,000,000 or 28.5 per cent. Customs collections for the period total \$46,551,488 against \$34,481,508—a proportionate advance of not less than 35 per cent.

Expenditure on both revenue and capital accounts is much more than covered to date by this revenue. For the five months to August 31, expenditure on revenue account is \$35,351,137, and on capital account \$8,701,167, so that to date for the current fiscal year there is a surplus over all expenditure of nearly \$23,000,000. Hence the liquidation, as already intimated of one of the Government's loans—£1,235,000 in amount—which matures on October 1.

Following are summary tables of the revenue and statement of the public debt:—

AUGUST'S REVENUE.

	1911.	1912.
Customs	\$7,947,421	\$9,901,913
Excise	1,618,097	1,853,282
Post Office	700,000	800,000
Public Works	746,797	1,282,165
Miscellaneous	715,129	608,489
Totals	\$11,727,444	\$14,445,849

FIVE MONTHS' REVENUE.

	1911.	1912.
Customs	\$34,481,508	\$46,551,488
Excise	7,108,240	8,373,902
Post Office	3,250,000	3,800,000
Public Works	4,756,744	5,715,994
Miscellaneous	2,440,124	2,461,783
Totals	\$52,036,616	\$66,903,167

SUMMARY OF PUBLIC DEBT.**LIABILITIES.**

	1911.	1912.
Funded Debt—		
Payable in Canada	\$ 4,861,571	\$ 4,793,694
Payable in London	263,121,430	264,680,167
Bank Circulation Redemption Fund	4,641,537	5,271,518
Dominion Notes	99,308,945	113,794,845
Savings Banks (P. O. and Gov't.)	57,503,531	57,024,298
Trust Funds	9,721,312	9,696,263
Province Accounts	11,920,582	11,920,486
Miscellaneous & Banking Accounts	26,621,461	27,528,487
Total Gross Debt	\$477,700,369	\$494,709,758

ASSETS.

	1911.	1912.
Investments—		
Sinking Funds	\$ 11,627,697	\$ 12,896,961
Other Investments	28,776,851	31,476,851
Province Accounts	2,296,429	2,296,333
Miscellaneous & Banking Accounts	108,683,099	131,514,440
Total Assets	\$151,384,076	\$178,184,585
Total Net Debt to 31st August	\$326,316,293	\$316,525,173
do. to 31st July	327,181,427	319,623,099
Decrease of Debt	\$865,133	\$3,097,926

PROGRESS OF THE GRAND TRUNK PACIFIC.

Interviewed in Montreal on his return from his annual tour of inspection, Mr. Alfred W. Smithers, chairman of the Grand Trunk and Grand Trunk Pacific board of directors, stated that he was entirely satisfied with the way in which the road is being built, and the manner in which progress is being made.

"Despite all difficulties," said the Grand Trunk chairman, "I am more than satisfied with the progress made. As to the general management, I think it is good. It has been a great advantage that Mr. E. J. Chamberlin, who was previously in charge of the western work, was able to have Mr. Donaldson succeed him there. We looked carefully over operations in the West, and I feel confident that Mr. Chamberlin was as pleased as I was with the evidence on every side of the complete manner in which Mr. Donaldson has taken hold of the work.

"We looked over the line to the head of steel in both directions, and wherever track was laid we found they could run trains 40 to 50 miles an hour, which is wonderful for so new a track. I doubt if such a record could be shown by any line of similar importance."

The great difficulty on both the line running westward and that coming from the Pacific eastward, said Mr. Smithers, was the lack of labor. He stated that on the Pacific coast there was room for 2,000 more men, and demand for as many more at the end of the track running west.

"Altogether," said Mr. Smithers, "we could find work for from four to five thousand more men, but we cannot get them. We have continually had to face this scarcity of labor. We have the equipment, and if we could get the men I am confident that the line would have been opened to the Pacific coast next year. Lack of labor made this impossible, but as matters stand I feel sure that the first train from Montreal to Prince Rupert over the Grand Trunk Pacific will be run some time in 1914."

President Chamberlin states that the head of track westward is now at Tête Jaune Cache, and that eastward it is 176 miles from Prince Rupert. Track by the early winter should be at Bulkley Summit, 60 miles east of Aldermere, but this, like progress on the east end of the line, depends upon common labour.

WAYS OF SOLVING THE CONFLAGRATION PROBLEM.

(Franklin H. Wentworth, of Boston, Secretary National Fire Protection Association, before the Union of Nova Scotia Municipalities.)

There is one way to solve the conflagration problem—not absolutely, but at least relatively. You cannot be expected to tear down your cities and rebuild them of fire-resistive material; the cities must be protected as they stand. In the heart of nearly every one there are streets crossing at right angles, along which for a considerable distance are buildings of brick, stone and concrete. Looked at upon the map this shows a more or less complete Maltese cross of buildings which are not wooden, and which operate to divide the wooden-built district into quarter sections, and which might hold a fire in any one of these sections if they were equipped to do so.

These brick and stone buildings are ordinarily valueless as fire-stops because their windows are of