434 No. 15

THE CHRONICLE

FIRE PROTECTION SUGGESTION

"The Protection of Wall Openings" is the subject of a bulletin just issued by the National Fire Protection Association to assist in reducing the danger of sweeping fires by the protection of walls in congested districts. The bulletin calls attention to the conflagration hazard which makes any approach to a feeling of common security impossible. But "there is a way to solve this conflagration problem," says the bulletin-"not absolutely, but at least relatively. We can not be expected to tear down our cities and rebuild them of fire-resisting material, the cities must be protected as they stand." The N. F. P. A. Bulletin then calls attention to the fact that in the heart of every city there are streets crossing at right angles along which for a considerable distance are buildings of brick. stone and concrete. This shows a more or less complete Maltese cross of buildings, which are not wood and which operate to divide the wooden-built district into quarter sections, if they were equipped to do so .. These brick and stone buildings are ordinarily valueless as fire-stops because their windows are of thin glass and their window frames of wood. However, the small city that will trace out its Maltese cross of such buildings and equip them with metal window frames and wired glass or standard fire shutters will immediately possess the equivalent of substantial fire walls crossing at right angles in its center, dividing it into four sections.

TRAFFIC RETURNS

Canadian Pacific Railway

$\begin{array}{c ccccccccccccccccccccccccccccccccccc$					
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Year to date	1918	1919	1920	Increase
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		9.859.000	\$23,379.000	\$26,877,000	\$3,298,000
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		1918	1919	1920	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		1.122.000	2.4668.000	3.244,000	775,000
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$					485,000
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$				3,283,000	451,000
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$				5,832,000	1,587,000
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		2,984,000		3,617,000	696,000
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		Grand T	runk Railw	ay	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Voor to data	1918	1919	1920	Increase
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$				\$ 5.034.034	\$ 651,805
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	ertering south and the t				Increase
$\begin{array}{cccccccccccccccccccccccccccccccccccc$				1.178.184	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$					272,620
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$				928,693	Dec. 45,527
Canadian 1,122,582 1,224,388 1,165,857 * 58,331 Mar. 14. 1,135,552 1,129,337 1,248,993 89,656 Mar. 21. 1,204,467 1,235,013 1,329,047 85,594 Mar. 31. 1,796,678 1,894,855 2,001,115 106,260 April 7. 1,359,291 1,274,553 1,469,333 194,780 Canadian National Railways Year to date 1918 1919 1920 Increase Feb. 29. \$13,053,079 \$13,783,621. \$7,700,542 Mar. 7. 1,480,946 1,625,485 144,539 Mar. 14. 1,480,946 1,625,485 144,539 Mar. 21. 1,487,313 1,577,062 89,749					Dec. 72,975
Mar. 14. 1,135,552 1.159,337 1,248,993 89,656 Mar. 21. 1,204,467 1,235,013 1,320,407 85,394 Mar. 31. 1,796,678 1,894,855 2,001,115 106,260 April 7. 1,359,291 1,274,553 1,460,333 194,780 Canadian National Railways Year to date 1918 1919 1920 Increase Feb. 20. \$13,053,079 \$13,783,621 \$7,70,542 \$7,00,542 Week ending 1918 1919 1920 Increase \$128,0946 1,625,485 144,559 Mar. 1,480,946 1,625,485 144,559 \$144,559 \$144,559 Mar. 1,487,313 1,577,062 \$89,749 \$89,749					" 38,531
Mar. 1.204.467 1.235,013 1.320.407 85.594 Mar. 31. 1.796,678 1.894,855 2.001,115 106,269 April 7. 1.359,291 1.274,553 1.469,333 194,780 Canadian National Railways Year to date 1918 1919 1920 Increase Feb. 29. \$13,053,079 \$13,783,621 \$730,542 Week ording 1918 1919 1920 Increase Mar. 1.480.946 1.625,485 144,539 Mar. 1.480.946 1.625,485 144,539 Mar. 1.487.913 1.577,062 \$97,49					
Mar. 31 1,796,678 1,894,815 2,001,115 106,260 April 7 1,359,291 1,274,553 1,469,333 194,780 Canadian National Railways Year to date 1918 1919 1920 Increase Feb. 29					
Mar. 31. 1.359,291 1.274,553 1.469,333 194,780 April 7. 1.359,291 1.274,553 1.469,333 194,780 Canadian National Railways Year to date 1918 1919 1920 Increase Feb. 20. \$\$13,053,079 \$\$13,753,621 \$\$7,700,642 \$\$100,642 Week ording 1918 1919 1920 Increase Mar. 7 1.369,774 1.600,090 320,325 Mar. 14. 1.480,946 1.625,485 144,539 Mar. 21. 0.200,096 0.900,692 89,749					
Canadian National Railways Year to date 1918 1919 1920 Increase Feb. 20. \$13,053,079 \$13,753,621 \$730,642 Week erding 1918 1919 1920 Increase Mar. 7 . . 1,369,774 1,000,090 320,325 Mar. 14. . 1,480,946 1,625,485 144,530 Mar. 21. . . 0,200,025 600,466 602,465		1,359,291			194,780
Year to date 1918 1919 1920 Increase Feb. 29 \$13,053,079 \$13,783,621. \$730,542. Week ording 1918 1919 1920 Increase Mar. 7.		anadian I	National Ra	ilways	
Tear to date 120 13,783,621 8,730,542 Feb. 20. \$13,053,079 \$13,783,621 8,730,542 Week ending 1918 1919 1920 Increase Mar. 7					Increase
Week ording 1918 1919 1920 Increase Mar. 7				\$13 783.621	\$ 730.542
Week of alog 1,399,774 1,690,099 320,325 Mar. 7 1,480,946 1,625,485 144,539 Mar. 1,487,313 1,577,062 89,749 Mar. 21 0,826,664 66,677			1919	1920	Increase
Mar. 14				1.690.099	320,325
Mar. 14. 1,487,313 1,577,062 89,749 Mar. 21					
Mar. 21					
			0.000.003		



Mar. 31.

BUSINESS INSURANCE

on the lives of the men who run the business is just as important as fire insurance on the property. Fire is a possibility but death is a certainty.

The ready cash from a Canada Life Business Insurance Policy at such a time will readjust matters and carry on the business as nothing else can do. Ask for particulars.

CANADA LIFE ASSURANCE COMPANY Home Office TORONTO