

THE CEMENT INDUSTRY IN CANADA.

An interesting contrast the cement industry of Canada presents to-day with its early difficulties of promotion, its struggles to get on its feet, and costly experiments.

At the present time the mills of Ontario are turning out in round figures ten thousand barrels of Portland cement per day. The aggregate output on this basis, allowing 300 working days to the year, is 3,000,000 barrels. The industry in this province at the mills and marl beds gives employment to 1,000 men, supporting, therefore, on the usual basis of computation, 5,000 people. It is probably one of the greatest consumers of coal among the manufacturing industries of the province. The combined mills are importing annually from 200,000 to 250,000 tons of slack and three-quarter lump bituminous coal from Pennsylvania. They pay for this from \$2.80 to \$4.25 per ton, or, at an average of \$3.50 per ton, over \$700,000. The handling of this coal at the docks and sidings creates labor also for, probably 200 more men during eight months of the year.

The cement mills are well distributed over the province. The following is the list, giving the location and approximate daily output in barrels of plants in operation:

Owen Sound, Shallow Lake National, Durham.....	1,200
Grey & Bruce, Owen Sound.....	500
Sun, Owen Sound.....	500
Imperial, Owen Sound.....	600
Hanover, Hanover.....	500
Atwood, Atwood.....	100
Ottawa, Ottawa.....	1,800
Lakefield, Lakefield.....	1,000
Canadian, Deseronto.....	1,500
Blue Lake, Brantford.....	700
Belleville, Belleville.....	900

Daily Output in Ontario.. 10,500

There are other mills in Ontario nearing completion, and which should soon be in operation. These include the Colonial at Warton and Superior at Orangeville.

Elsewhere in Canada the cement business has been gaining a foothold. Among other mills might be mentioned the Exshaw plant, west of Calgary, which will soon be in operation; the Calgary mill, which is again in operation, having been rebuilt after the fire some months ago, and the Todd Inlet mill near Vancouver.

The west takes about 25 per cent. of the output of the Ontario mills, which is as much as they can afford to take away from the home market. The business on the whole is now giving satisfactory financial returns, and dividends last year were the rule. The Canadian demand is ahead of the supply and the plants are nearly all in operation

day and night. Prices range, according to quantity, at from \$1.60 to \$1.70 per barrel at the mill, giving a satisfactory margin of profit. The value of the output at the average price is, in round figures, \$5,000,000. Canadian marl and limestone is clearly a source of national wealth.

The manufacture of cement has created a new source of business for Canadian machine shops and foundries. American mills were so busy looking after the local field that orders have been undertaken by shops in this country for engines, dredges, pulleys and even the ponderous rotary kilns. The building of the mills has created work for the structural steel mills, for in nearly all steel roof girders and supports are used.

The amount of capital invested in the cement plants of Canada would approximate \$7,000,000, of which over \$5,000,000 has gone into the mills in Ontario.

A demand for cement has been created in many new directions. It is being used to-day for reinforced concrete buildings, cement walks, cement bridges, railroad culverts, cement arches, in foundations and floors for barns and cellars.

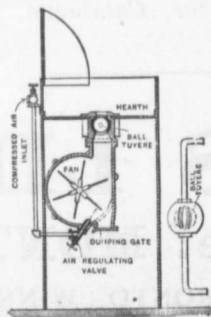
PAINTING BRICKWORK TO IMITATE PRESSED BRICK

In replying to a correspondent as to the proper method of repainting an old brick house where the brickwork was in bad shape, there being some hard and some soft brick, the desire being expressed to have an imitation of Philadelphia pressed brick, a recent issue of The Painters Magazine presents the following suggestions: At the outset the statement is made that three to four coats of paint are required to make a good job of a painted brick wall such as that described. The first coat should be made up of pure white lead and dark Venetian red in oil, equal parts by weight, thinned with raw linseed oil, a small quantity of brown japan and a little turpentine.

When this coat has thoroughly dried, a second coat of the same material, thinned with two parts raw linseed oil and one part turps

and drier, is given, and when this has dried all open joints and other imperfections are puttied up with glaziers' linseed oil and whitening putty, stained with Venetian red to match the color of this second coat of paint. If only three coats are to be given, the putting is done on the first coat. The third coat should be made up of dark Venetian red and yellow ochre in oil and thinned with equal parts of kettle boiled linseed oil and turpentine, with the necessary drier. This coat should always follow the putting, whether a three-coat or four-coat job is under way. The finishing coat must be flat, or, at any rate, not more than a faint egg shell gloss. To make 1 gallon of this paint, mix 5 pounds French yellow ochre, ground in japan; 4 pounds Venetian red, also ground in japan; 3 pounds finest Cliffstone whitening, dry; ½ pint boiled linseed oil; beat up well and thin with ½ gallon of pure turpentine; pass through a fine paint sieve or cheese cloth and apply one coat only, taking small stretches and cutting in, so that there will be no laps or holidays. Test this paint on a painted board to see whether it is not to flat. If it is to flat or lacks binder, add sufficient boiled oil. For penciling in the joints use pure white lead in oil, thinned with turps and a little pale drier for white, and lampblack ground in japan, thinned with turpentine and a very little boiled oil, for black.—Improvement Bulletin.

The Canadian Pacific Railway Co. took tenders up to Monday last for about 14,000 cubic feet of wooden piles, which will be required in the building of the substructure for a new bridge over the Belly river at Lethbridge, Alta. The bridge will consist of 67 spans totaling 5,327 feet in length from face to face of masonry ballast walls. The superstructure of the bridge will be of steel trestle with a height for about two-thirds of its length of approximately 290 feet to 325 feet from base of rail to ground line. The steel work will weigh about 10,000 tons and will be manufactured and erected by the Canadian Bridge Company of Walkerville, Ont.



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