

Another clay industry is now on the eve of commencement, and if successfully established it promises to be a great boon to our towns and cities, viz.: the manufacture of vitrified brick for street paving. In Ohio, Illinois, Iowa and other American States this has now grown to be a very important industry, and it is supplying a material for street construction which on all points of merit is not equalled by any other material hitherto employed for the purpose. Many mistakes were committed by the first makers of paving brick, and there is much yet to be learned as to the clays or clay mixtures which give the best results, as well as to the proper degree and duration of heat to produce a hard, tough and impervious brick. But much is already known, and with careful experiments and close observation many works are enabled to produce with regularity a high percentage of paving brick of uniform quality from every charge of a kiln. A number of experiments have recently been made in Toronto, Hamilton and elsewhere in this Province, and although each expert will assure you that he alone knows the secret, and that no one else has the clays for a right mixture but himself, you may rest assured that in a matter of this sort the key and the ward are not so hard to match as the tribe of experts would have you believe. In several instances encouraging progress has been made, especially with the Medina and Hudson River shales.

We may therefore, I think, look with confidence to an early beginning of the production of paving brick in Ontario; and when that time comes we shall be no longer at the mercy of trust concerns like the owners of Pitch Lake asphalt, as illustrated the other day in the case of a contract for paving in the city of Hamilton. When we are producing Portland cement from our own shell marls and clays to the full extent in which it is required for street concrete, and paving brick from our own shales to cover the concrete, we shall be as independent as we ought to be in supplying ourselves with the materials of such everyday requirements as are called for in the building of good roads. In so doing also we shall be utilizing our raw materials of clay and lime, otherwise of no value, finding profitable investment for capital lying idle in the banks, and giving employment to hundreds, if not thousands, of men who for lack of work to do are finding it hard to win their daily bread,