going into New York. Properly handled, the dried milk industry could become in Canada more important than the cheese industry.

Another thing about milk, said Mr. Little, was the fact that thousands of gallons of skim milk were daily fed to hogs. Casein, worth 30 cents a pound, could be easily extracted from skim milk.

One of the most promising fields for industrial research was that afforded by the enermous quantity of straw, for which Canadians had no present use. Some things could be done with straw already; straw boards and corrugated boards could be made. A straw lumber, suitable for cheap outhouses and partitions, could be made at a cost of not more than $5 or $6 a ton. He believed something might be done with it in the rotary gas producer. The distillation products of straw were worth looking into, also the possibility of converting it into fuel for use on the farm. Grain alcohol had been made from straw, although the commercial value of this process was not yet assured.

Few nations were so bounteously endowed with potential wealth as Canada. There was merchantable timber in such profusion that a single island on the Pacific Coast boasted the greatest amount of such timber in proportion to its acreage in the world. There was coal in all varieties, from lignite to anthracite; oil and natural gas; the finest fisheries known; minerals beyond present calculation; vast areas of fertile soil. What could not be done with them, with the aid of industrial research?

Speaking of the lumber industry, Mr. Little said, the Canadian lumbering practice was not better than the best in the United States. In the States, two-thirds of a tree felled in the yellow pine belt was wasted as litter in the field or burned as mill waste. Three dollars a thousand was a good profit on lumber. For 15,000,000,000 feet board measure which found its way to market, 30 billion feet were wasted. This was not industry; it was crime.

A few months ago there had been 2,600,000 automobiles in the United States, and they were increasing at the rate of 4,000 a day. These machines represented 60,000,000 horsepower in gasoline engines. That was more than the potential horsepower of the United States water-power. Auto manufacturers were bringing in an additional 100,000 horsepower a day. The unprecedented increase in the demand for gasoline thus caused was responsible for the high price of that commodity, and soon there would not be enough gasoline to go round. Alcohol was the only feasible substitute, and grain alcohol—not wood alcohol—could be produced from wood waste. A plant for doing this had been started in Louisiana.

The speaker concluded by indicating the industrial possibilities of electro-chemical and electra-metallurgical processes. As showing what they had already succeeded in doing, he said that ten years ago 22 per cent. of steel rails manufactured were rejected for faults. Whereas out of ten thousand tons of rails made in the electric furnace in three years there were no failures. Exceedingly interesting experiments were also being made in producing synthetic materials by the use of the ultra-violet rays. Great results were likely to come from this line of research.

Industrial research was applied to idealism. It expected rebuffs. It learned from every stumble, and turned a stumbling-block into a stepping-stone. It trusted the scientific imagination, knowing it to be simply logic in flight.

Mr. John P. Babcock, assistant to the Commissioner of Fisheries of British Columbia and one of the experts of the Department, has been appointed to the Dominion Commission of Conservation, vice John Hendry of Vancouver, deceased.