

either the Provincial or the Dominion authorities, or both in collaboration, to ascertain the best method of extracting the iron from these ores and utilizing the titanium, vanadium, and other rare minerals associated with the iron.

The steel strike in the States has called our attention to our utter dependence on the States for most of our steel products. The Government should do what they can to develop our iron resources and smelters that we will ultimately become independent of the States for plates, sheets, and structural shapes.

Assistance is needed from the government for solving the great technical difficulties in the smelting of some of our refractory ores which difficulties have hindered development in the past. This is a problem too big for the private person or corporation, and requires the best knowledge and resources of the government experts.

Proper maps showing the great extent of our iron ore resources will do a lot toward inducing U. S. capital to develop the mines, establish smelters, rolling mills, plate mills, etc.

Hence I have great pleasure in moving the following resolution:

Resolved that the Provincial and Dominion Government be memorialized and urged to prepare and publish immediately a reliable and up-to-date general report upon the minerals and metals of Ontario, their distribution, quantity and quality, and especially with regard to iron, the foundation of one of Canada's basic industries.

## Find Two Stolen Foxes, But Minus Their Pelts

Peterboro, Jan. 9.—The carcasses and collars of the two foxes that were stolen from Wm. Brooks, of Young's Point a few days ago, were recovered, minus their pelts, to-day by the Police Department. Police Departments all over Ontario, including Toronto, were asked to be on the lookout for the animals, one of which was a silver grey and very valuable. The police are working on the case.

## Forward Movement Boys' Conference

Held in Belleville Jan. 30th-Feb. 1st  
Keynote Will Be Leadership.

A leaders' and older boys' conference will be held in St. Andrew's Church, Belleville, Jan. 30th-Feb. 1st. This conference is part of the inter-church forward movement for older boys and leaders in the counties of Durham, Peterborough, Northumberland, Hastings, Prince Edward, Lennox and Addington and Frontenac.

Among the speakers and leaders present will be a representative of the Anglican Church; Rev. Manson Doyle, Toronto, (Methodist); Dr. C. E. Kidd, Gananoque, (Presbyterian); Rev. W. P. Fletcher, Toronto, (Sunday School Association); Taylor Station, Toronto, (Y.M.C.A.); Rev. A. A. Taylor, (Baptist); and Frank B. Wilson, (District Secretary Eastern Ontario National Council Y.M.C.A.).

The conference is for ministers, boys' workers, leaders of boys' classes, superintendents and older boys.

The keynote of the conference will be leadership and the call to train for service in the New Canada. The conference opens on Friday, Jan. 30th at the Y.M.C.A. and concludes on Sunday night.

## Mining Work in the Rockies

The gross value of British Columbia's mineral production for the year 1918 was \$41,732,474 an increase from that of the year 1917 of \$4,772,062 or 12.9 per cent according to the annual report of the Minister of Mines. The gross value of the metallic minerals recovered in the 1918 was \$37,910,278 which represents an increase of 2.3 per cent.

The provincial mineralogist, Mr. Fleet Robinson states that only once in the history of the province's minerals has this output been exceeded and that was in 1916 when the year's mineral output amounted to \$42,290,462, only 1.2 per cent greater than in 1918. This is accounted for by the fact that 1916 was a phenomenal year with metal prices temporarily inflated due to war conditions.

As compared with earlier years he points out that the production of 1918 shows up even more favorably, for it exceeds the next highest recorded production—\$32,440,860, made in 1912—by \$9,491,614 or by about 29 per cent.

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Scraps put forward by various groups for legislation to cover the situation provided for compulsory consolidation of the lines into great but competing systems. So that an accepted condition of proper transportation for a large country would appear to be large systems, but preserving competition. It should afford the people of Canada considerable satisfaction to know that the contemplated plans for the United States to adopt with respect to the railway problem seem to be largely along the lines of securing what the Government of Canada has taken steps to obtain. In Canada two strong systems serving every community in the country will compete for the nation's business. We look forward with confidence, not to the death by exhaustion of our able but great competitor, but to a healthy and active rivalry with full co-operation, should the transportation requirements of the country ever demand it. That one of the two systems is owned by the people of Canada through the Government of Canada should, in my opinion, improve, rather than adversely affect the situation.

No Political Interference

After a year's trial of the present plan of control of the National Railways system, there has been, I am able to say, no Governmental or political interference. Those of the Government who wanted information have received it. I have not been approached to make a single political appointment. I see no reason why this condition should not continue. The National Railways system, in my opinion, has a future as bright as the nation itself. We must be identified with the progress of every community in Canada. We shall assist wherever we can, consistent with good business principles.

As a New Year's thought I would like to ask the public to help by co-operating with us to rectify such conditions as should be improved by advising our officers when they see things that are not just as they should be. Our officers will appreciate such assistance from the public, with whom it is one endeavor to operate in close harmony. We will not be able to do everything at once, but will endeavor to make such progress as traffic and other conditions will warrant. Our officers regard their duties as a public trust, and the public should not hesitate to approach them on subjects which mean improvement to the service, consistent, of course, with efficiency and economy.

Deserves Public Support

When it is realized that over 50 per cent of the country's railway mileage will, with the inclusion of the Grand Trunk line, be operated by the Canadian National System, it should be appreciated to what a great extent the future welfare of Canada may be affected by the success or failure of the National System, and the public generally should support the line which is national in ownership and extent and which the management desires should be truly national in helpful identification with Canada's development as a nation.

## Future is Bright for National Railways

Completion of the first year in the life of the Canadian National Railways, says Mr. D. B. Hanna, in the Annual Financial Survey of the Toronto Globe, is an important milestone on the road of transportation progress. If it were a plow we had put our hands to we might not look back; but the careful engine driver still keeping a hand on the throttle, should look back now and then to see if his train is all right, and if the tail end is coming along, and also to get a high ball or stop signal as he approaches a station. We in the railway world, therefore, can justify a certain amount of retrospection.

The year's operations have, of course, been affected by the fact that 1919 was the first year of the readjustment period following the cessation of hostilities. Apart from the movement of returning troops, the almost immediate effect of the armistice was a falling off in traffic in war commodities, including food stuffs. It was only to be expected that it would take time for after-war activities to make up the traffic created by the tremendous munition industries established throughout Canada. Also foodstuffs bottled up in other countries, which had not during the war a submarine-swept course to European ports, were thrown on the world's markets, somewhat affecting our exports of such commodities. For these reasons railway freight traffic has been less than in the two preceding years. The increase in passenger traffic has shown that the higher fares have not kept the public from travelling. The resumption of some train services that were curtailed as war measures has been justified.

The return of our soldiers from the front and the release of men from war activities in Canada has resulted in more labor being available for maintenance work. This condition, coupled with the lifting of restrictions on capital expenditures which the war enforced, has enabled the railways to put in a busy year on betterment work, and the completion of certain lines in the West commenced before the war has been proceeded with.

An Efficient Staff

The activities of the year have, therefore, been sufficient to test out the management under Government ownership. I am glad to state for the information of those who wish us success, but who doubt that this can be achieved, that I have not observed the slightest tendency of officers to become slack, or in any way to lose their interest. Our men are as much on the job as any railway officers I have come in contact with, and man for man, I do not think the staff of the Canadian National Railways is surpassed anywhere on this continent. We have been watching very carefully the train operation, particularly