

# Conservation

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## Effect of War on Mining Industry

Some Depression in Mineral Production will be Inevitable

Modern transportation facilities have knit together by ties of commerce the most widely separated countries. All nations, therefore, whether participating in the present European war or not, will be affected by it.

For example, the mining industry in Canada is financed largely by capital supplied from Europe and it is evident that during the war, little or no money will be forthcoming for new mining developments.

In the case of the metals, the Canadian production in 1912 amounted to about \$61,175,000.00, practically this entire output was reported for refining purposes, chiefly to the United States.

One of the first effects of the war was the closing of the London and New York stock exchanges. In the United States, selling agents report no market for copper, and, as there are no transactions, there are no quotations. As Canadian copper is exported to the United States for refining, and, as the American market is now extremely dull, the copper mines of Canada will be affected.

As regards silver, New York is but the shadow of the London market and silver mines throughout the world are rendered idle by the lack of demand for their product. In the Cobalt camp, the complete or partial closing of a number of the principal mines has resulted already in throwing a great number of men out of work. However, as Great Britain maintains the mastery of the sea, the business in silver with India and China will probably be resumed.

As the lead production of Canada is refined at home, with Montreal as the principal market, this industry will not be seriously injured.

In the case of iron and steel, it is reported, though not confirmed, that, owing to the unprecedented financial situation created by the war, the Nova Scotia Steel and Iron Co. has decided to close its iron ore mines at close to Canada, and the blast and open hearth furnaces at Sydney Mines.—W. J. D.

## Economy of Wide Roads

English Town-Planning Expert Shows how Wide Streets may be Actually Cheaper than Narrow Ones

The following article on a subject of considerable interest to Canadians, is from the pen of Mr. Thomas Adams, senior advisor to the Local Government Board of Great Britain.—Editor.

The advantage of wide roads is sometimes questioned. Where they are made in advance of requirements they may impose an extra burden on the existing ratepayers, for the benefit of posterity. This burden may be too great, even having regard to the ultimate benefit which may be derived, but of course this entirely depends on the degree of width and the extent of cost incurred. No definite standard of width can be satisfactory for adoption under all circumstances.

The ultimate economic gain to the community is one factor, but it is only one factor, in giving the matter consideration. The local circumstances may make it necessary for each road to be considered on its merits. The cost of expropriating land, the existence of buildings, the physical character of the site, the immediate gain as distinct from the prospective gain to the community must all be considered. There are, however, some general principles which afford us guidance in regard to these matters; for instance, where it is definitely known that a road will be required for use as a surface railway or tramway the width of the road should of course be greater than where such use is not contemplated.

There is no necessity for a road to be actually constructed in advance of traffic requirements. On that point there need be no difference of opinion. The sole question is whether the land should be acquired or earmarked for the road in advance of the full width being required. The investment made by the community to-day for the benefit of the future citizens may therefore be limited to the acquisition of the extra land. The construction can be spread over as long a period as may be desirable, but if the land is not purchased at the outset it may be assigned to private uses, such as the erection of expensive buildings, which would make it prohibitive to carry out the widening when

actually needed. These possible losses and hindrances to the future development of a town must of course be considered, as well as the question of immediate gain, but the immediate gain, or rather absence of loss, probably makes the wider appeal to the ratepayers.

It is therefore of interest to have an example such as that afforded by the illustrations and figures I am about to give with regard to the construction of a wide road at Liverpool, England. The city engineer of Liverpool has made extensive experiments in the making of wide roads round the suburbs of the city. He is probably the ablest city engineer in the mother country. Recently he demonstrated to his council that it was cheaper to make a road 120 feet wide than 80 feet wide.

The cost of the two roads, 80 feet and 120 feet wide respectively, is given by the city engineer as follows:

| CITY OF LIVERPOOL   |             |
|---|-------------|
| CITY ENGINEER'S DEPARTMENT  |             |
| Comparative cost of widening a 40-foot road to 80 feet (tramways paved) and with widening to 120 feet. (tramways in grass). |             |
| WIDENING TO 80 FEET   |             |
| Cost of land, 13½ yds. @ 5s.  | £3. 6. 8    |
| Street works per yard lineal  | £7. 2. 6    |
| Tramways (including paving), 1 yard @ £6. 15. 0   | £6. 15. 0   |
|   | £17. 4. 2   |
| = £30, 786 per mile   |             |
| The above estimate includes for the reconstruction of the old road to suit new levels.                                      |             |
| WIDENING TO 120 FEET  |             |
| Land for new road, 13½ yds. at 5s   | £3. 6. 8    |
| Street works per yard lineal  | £4. 13. 7   |
| Tramways (in grass) including land, 1yd @ £6. 16. 8   | £6. 16. 8   |
|   | £14. 16. 11 |
| = £26, 128 per mile   |             |
| This estimate does not include for any alteration to the old 40-foot road.  |             |

It will be observed that in order to make the 80-foot road it is necessary to reconstruct the old road to suit the new levels, but that no such reconstruction is necessary in the case of the wider road. It is also important to note that the

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## The Unemployed In War Times

Organized Action Necessary to Prevent Suffering.

In an emergency such as faces the country this year, "the problem of the unemployed" will be one of the most serious that will have to be met. Indications are many, and need not be here enumerated, that the number of unemployed will be largely increased during the coming winter. The result, unless comprehensive preventive measures are adopted, will be great suffering and serious economic waste.

Methods for meeting such situations have been in practice for many years in Germany and have accomplished great things in checking the evils of unemployment. The outstanding feature of the German plan is the free labour registries. These are organized by the municipalities and have the advice and, where needed, the financial assistance of the provincial and national governments. In many instances both the trade unions and the employers of labour have co-operated with the registries, which are managed by committees composed of employers and employed. Where possible, such registries have buildings devoted entirely to their own purposes. Men and women desiring work register their names and are brought into touch with employers of labour. Semi-weekly returns of unemployed are exchanged between the registries of neighbouring communities, and frequently labourers obtain work by this means. In such cases, arrangements are made with the railways for cheap transportation.

Other features of these registries that are especially worthy of note at the present juncture in Canada, are the arrangements that are made for the accommodation of the unemployed. For this purpose, assembly halls, where work-seekers may assemble during the day, and reading rooms, supplied with books and newspapers, are provided, as well as lunch rooms and work rooms for tailors, cobblers, and others, where food may be obtained and repairs to clothing made at the lowest possible cost. Lavatories, and, in some cases, bath rooms are provided, and, in addition to such accommodation, sleeping quarters are found, where those deserving it can obtain lodgings at nominal cost.

In times of exceptional unemployment, however, such as are