PORTLAND CEMENT IN CANADA.

Production and Consumption on the Increase—Western Prices Much Higher than in the East.

The Mines Branch of the Department of Mines has received from the producers complete statistics of the production of Portland cement in Canada, in 1908, and according to these returns the total quantity made in Canada in 1908 was 3,495,961 barrels of 350 pounds net, as compared with 2,491,513 barrels in 1907, or an increase of 1,004,448 barrels or 40.3 per cent. The total quantity of Canadian Portland cement sold in 1908 was 2,665,289 barrels as compared with 2,436,093 barrels in 1907, or an increase of 229,196 barrels or 9.4 per cent.

Consumption Increasing.

The total consumption in 1908, including Canadian and imported cements was 3,134,338 barrels (of 350 lbs. net) as compared with 3,108,723 barrels in 1907, or an increase of 25,615 barrels or 0.8 per cent.

The production of Portland cement in 1908 was derived from 23 operating plants, with a total daily capacity of 27,500 barrels. The operating plants were distributed as follows: One in Nova Scotia using blast furnace slag; one in Manitoba making a natural Portland cement; one in British Columbia, two in Alberta and three in Quebec using limestone and clay; and fifteen in Ontario, of which twelve use marl and three limestone.

Price High in the West.

The average price at the works during 1908 as returned by the manufacturers was $1.39 per barrel. Prices in car lots, ex-package, at Toronto and Montreal, according to trade quotations, ranged form $1.90 in January to as low as $1.55 in December. In Winnipeg prices ruled during the latter half of the year at about $2.40.

There is very little cement exported from Canada; only $34,591 worth being recorded for 1908. The imports of Portland cement, which were, previous to 1904, larger than the Canadian production, have been decreasing since 1906 and were in 1908 equivalent to but 17.6 per cent. of the sales of Canadian cement, or 14.9 per cent. of the total consumption.

COBALT ORE SHIPMENTS.

The following are the Cobalt ore shipments, in pounds, for the week ended June 26th:—Nipissing, 453,135; Drummond, 240,000; Crown Reserve, 124,745; O'Brien Mine, 188,981; La Rose, 139,367; Kerr Lake, 61,600; Right-of-Way, 61,363; T. & H.B., 63,000; McKinley-Darragh, 51,364; Buffalo Mine, 46,153; total, 1,429,708 pounds, or 714 tons. The total shipments since January 1st are now 28,621,268 pounds, or 14,310 tons.

In 1904 the camp produced 158 tons, valued at $316,217; in 1905, 2,144 tons, valued at $1,473,196; in 1906, 5,129 tons, valued at $3,900,000; in 1907, 14,040 tons; in 1908, 25,700 tons.

MINING REVIEW.

The summary report of the Mines' Branch of the Department of Mines for the nine months ended December 31st, 1908, has just been issued. According to this the total metallic mineral production in Canada during the period mentioned amounted to $41,655,936, and the non-metallic, $32,479,006, while the year previous the metallic totalled $42,335,856, and the non-metallic $31,255,551. From this it will be seen that there has been a decrease in the amount of metallic minerals mined and a corresponding increase in the non-metallic. Since 1886 the total mineral production of Canada has been as follows:—1886, $10,221,255; 1887, $10,321,331; 1888, $12,518,894; 1889, $14,013,113; 1890, $16,763,353; 1891, $18,976,616; 1892, $16,623,415; 1893, $20,035,082; 1894, $19,931,158; 1895, $20,505,917; 1896, $22,474,256; 1897, $28,485,023; 1898, $38,412,431; 1899, $49,234,005; 1900, $64,420,983; 1901, $65,804,611; 1902, $63,211,634; 1903, $61,740,513; 1904, $60,073,897; 1905, $69,525,170; 1906, $79,057,308; 1907, $86,842,765; 1908, $87,323,849.

Encouragement is being given by the Government of Mexico in the promotion of trade between that country and Canada. A vice-consul has been located at Vancouver, but the present incumbent of the office is to be transferred to Philadelphia, when Senor Manuel Tellez, who is on his way, arrives. He is to be a full consul. Records of the office show that during the past eighteen months, trade between Canada and Mexico on the Pacific Coast has increased fifty per cent., and it will grow faster than ever with the new traffic arrangements now in operation.