

5,670,000 tons; in 1915, there were carried 101,394,000 tons. Slightly over 5,000,000 passengers rode on Canadian railways in the year of Confederation, while for 1915 this figure exceeded 46,000,000.

The above figures do not include electric railways, of which, of course, there were none fifty years ago. In 1915 the mileage of electric railways in Canada was 1,590, and the passengers carried in 1914 numbered 615,000,000.

In 1867 there were just seven waterworks plants in Canada; in 1915 there were 528 such enterprises, including 72 filtration plants, and involving an expenditure of \$123,725,633 and annual maintenance charges of \$4,558,539, exclusive of interest on the capital charges.

At Confederation there were comparatively very few sewers in Canada. In 1915 there were 279 sewerage systems in the country, costing \$77,723,353, including 75 sewage treatment plants.

There were 13,057 post offices in Canada last year as compared with 3,638 in 1868, and the respective revenues of the post office department for those years were \$808,000 and \$13,046,000.

Canadian telegraph companies now handle 12,000,000 messages annually, compared with an absolutely insignificant business in 1867. Over fifty wireless stations have been built, and there are half a million telephones in use in Canada. The telephone, of course, was wholly unknown fifty years ago. The wire mileage of the telephone companies is approximately 1,500,000.

Imports in 1868 amounted to \$68,500,000; in 1917, \$845,300,000. Exports in 1868 were \$45,500,000 as compared with \$1,151,300,000 for 1917. Customs duties amounting to \$8,800,000 were collected in 1868, compared with \$147,600,000 for the fiscal year ending in 1917. Among the exports for 1917 were \$85,600,000 worth of mine products compared with \$1,276,000 for this item in 1868. Aluminum exports now amount to over \$3,500,000 annually, and paper exports to more than \$20,000,000.

The total assets of the Dominion Government at the time of Confederation were \$17,000,000; to-day they are about \$322,000,000. The total Dominion revenue on consolidated fund, which was \$13,600,000 in 1868, was \$172,100,000 in 1916.

The total on deposit in chartered banks grew from \$33,000,000 in 1868 to \$1,418,000,000 in 1916, while the post office savings bank deposits grew from \$212,000 to more than \$10,000,000. The amount to-day on deposit in all government savings institutions is over \$54,000,000.

The only business paper in Canada in 1867 was The Monetary Times, of Toronto, and three other commercial papers which were absorbed by The Monetary Times. To-day there are 147 trade or class journals, representing every line of industry.

There are 26,000 schools in Canada, compared with 10,000 at the time of Confederation. The expenditure on education amounts to about \$56,000,000, compared with \$2,500,000 in 1867.

Canada has recruited 411,000 soldiers, and has sent 311,000 overseas. She has manufactured and shipped over \$525,000,000 worth of munitions to date.

The necessity for restoring the devastation caused by the war must throw unlooked-for opportunities upon the newer countries of the world and especially upon Canada. Only a little more than one-ninth of the soil available for agriculture has been improved to date. There are possibly 390,000,000 acres of agricultural soil still available, of which probably 100,000,000 acres could be immediately improved. There are 500,000,000 to 600,000,000 acres under forest in Canada, half of which area carries timber of merchantable size. The mineral potentialities of the

country are enormous, as are also the water power resources. In Canada to-day about 1,850,000 e.h.p. are hydraulically developed, and there are available falls totaling over 15,000,000 horse-power still undeveloped, probably not more than one-third of which are so far distant from settlement as to be impossible of development under present conditions.

With natural resources such as these to draw upon, we may, at this fiftieth anniversary of our nation's birth, look to the future with just confidence.

PERSONALS.

A. W. McVITTIE, of Victoria, B.C., has been gazetted a member of the Corporation of British Columbia Land Surveyors.

W. G. MURRIN, formerly general superintendent of the British Columbia Electric Railway Co., has been appointed assistant general manager.

R. H. PARKS has been appointed operating manager of the Canadian Car and Foundry Company, and W. S. ATWOOD has been appointed assistant to W. W. Butler, vice-president and managing director.

E. COTTON, a land surveyor of Victoria, B.C., has joined the Sixth Field Company, Canadian Engineers, at North Vancouver for overseas service. Mr. Cotton is a native of New Westminster and has had eleven years' experience in survey work.

N. A. MARSH, of the John verMehr Engineering Company's engineering staff, Toronto, has left for an extended trip to Brazil, South America, to supervise the erection of the verMehr water filtration plant which is being constructed at Pernambuco.

FRANK H. CROCKARD, formerly vice-president of the Tennessee Coal, Iron & Railroad Co., a subsidiary of the United States Steel Co., in active charge of construction and operation, with headquarters at Birmingham, Ala., has been elected president and general manager of the Nova Scotia Steel and Coal Company, to succeed Col. THOMAS CANTLEY, who has been elected chairman of the Board of Directors. Col. Cantley has been connected with the company for more than 30 years, having been general manager for 16 years, and president for the last two years.

Lieut.-Col. J. S. DENNIS, president of the Canadian Society of Civil Engineers and assistant to the president of the Canadian Pacific Railway Co., has been loaned to Gen. White, commander of the British-Canadian Recruiting Mission in the United States, to assist in obtaining British and Canadian recruits for the army. Col. Dennis will command the western states, with headquarters at Chicago. He expects to be in Montreal about every ten days, however, and will keep in touch with C.P.R. work and with the affairs of the Canadian Society.

T. E. RYDER, former manager of the St. John Branch of the Canadian Fairbanks-Morse Co., Limited, has just been promoted from the grade of lieutenant to that of captain. Capt. Ryder has also been awarded the Military Cross and has been mentioned in despatches upon more than one occasion. Previous to the war he was an officer in the St. John Battery. When war broke out he immediately enlisted for active service and was attached to the Ammunition Column, Heavy Battery. He still retains the title of manager of the St. John Branch of the Fairbanks-Morse Company, with leave of absence for war duties.