

neither of profits or dividends. But the times have changed.

Although there are still lamentable failures to record, remarkable progress has been made in the industry. Since 1901, the Canadian cement production has increased from 317,066 barrels to 2,119,764 barrels, or 568 per cent. In a recent twelve months the Canadian output increased 57 per cent. The capital employed in the manufacture of cement blocks and tiles in 1900 was nil. In 1905, it was \$202,975. In 1901, the capital employed in the manufacture of Portland cement in Canada was \$891,959. In 1905, this had increased to \$8,625,240, a gain of more than 850 per cent. The value of the Canadian output of Portland cement increased from \$765,876 in 1901 to \$2,166,002 in 1906. Statistics are not usually interesting reading. But such remarkable increases in a few years are testimony to expansion in a Canadian enterprise which has as yet attracted little public attention.

The fact that cement may be used in almost any building work would seem to give it an exceptional opportunity for obtaining the premier place in construction circles. It is utilized in house and hotel building. It is used in the construction of walls, towering chimney shafts, warehouses, and factories. The railroad companies are recognizing its value in the erection of piers and bridges. Progressive municipalities are cultivating cement sidewalks. Our latest bank buildings are of reinforced cement. On the Canadian farm cement is seen in all sorts of shapes—stable floors, dairy buildings, gate-posts. There are cement piles, which withstand the constant rushing of waters. The biggest elevators in the world, those of the Western Canada Flour Mills, are constructed of reinforced concrete and steel. Telegraph posts of cement have been constructed. Concrete stubbing posts are seen on up-to-date wharves. And in a dozen other ways the astonishing progress of this material is apparent.

There are several good reasons for the birth of this new era of building construction. For one thing, cement can be handled with great rapidity. It is cheap, too, when compared with its real commercial value. The possibility of a versatile use is another attraction. There is a story constantly told to illustrate its commercial value. We repeat it simply because it is a typical example of what occurs every week.

An hotel company in Atlantic City desired a new structure, four hundred feet long, one hundred and twenty-five feet wide, and one hundred and sixty-four feet high. It was to have accommodation for twelve hundred guests, and was generally to be built in an elaborate manner. Bids were obtained for a steel building. But a glance at the tenders showed that there would be much delay in obtaining the large girders and many other parts of the structure, and that it would be two years before the hotel could receive the first guests.

Two years in the twentieth century is an important consideration, and time which the proprietors felt they could ill afford to lose. Consequently, tenders were asked for a building in reinforced cement, with the result that in just over eight months a handsome hotel adorned the streets of the city, and the proprietors had in hand one year and four months, which would otherwise have been literally wasted, from their point of view. Edison is said to have gone over the building, and to have stated that it was the first perfect edifice he had ever seen, and one built of a material destined to be the great staple of the future.

From the viewpoint of the insurance men, cement should prove of great assistance in reducing the appalling fire waste on the American continent. The underwriters who examined the hotel mentioned above made a price of three per cent. less than that admitted for other buildings of the same class. The reinforced concrete structure is practically fireproof. This fact is, and necessarily must be, considered by insurance companies. Before us is a copy of the September issue of the Cana-

dian Cement and Concrete Review, published in Toronto. If proof were needed of the value of concrete in the twentieth century, a glance through the columns of this excellently conducted journal should be ample. So far as we can see, there are still two obstacles to the winning of popularity by this material. Firstly, the many failures of huge concrete buildings; secondly, the danger of concrete being frozen while the structure is being erected. The second objection has largely been overcome. The construction of the Montreal grain elevators, for instance, proceeded throughout last winter when the temperature was frequently very low, indeed. Special precautions were taken to keep the building, in which the cement was mixed, at an even heat. But in spite of these precautions there is a danger.

As to the failures, we cannot but feel that the majority of them are due to gross carelessness. And that, in turn, to contractors scamping their work. Fortunately for the reputation of the Dominion, most of such collapses have occurred in the United States. It is certain that the reinforced concrete building has come to stay in Canada. Our civic authorities should see that every precaution is taken in the cult of this new development in building construction. One feature of the enormous demand for cement last spring was the exceptional call for the material from the West. Realizing that the danger from fire in the prairie part of the country is, generally speaking, greater than in other parts of the Dominion, the Western merchant is dotting the plain with the solid and fire-resisting reinforced concrete block.

EDITORIAL NOTES.

The Dominion Fair next year will be held at Calgary, a decision which will gladden that city. There will probably be some heartburnings in other Western cities. But every city will doubtless obtain the distinction in time. In the meanwhile, Canada will congratulate one of its most progressive municipalities upon the honor bestowed upon it.

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The manager of a Canadian bank's United States branch has, it is stated, resigned his position, so that he may become a permanent resident of the city in which he now dwells. Canadian bank officials are frequently moved from one city to another, the movement often meaning promotion. It is difficult for the bank manager to break the social and business ties formed in a community. The head office doubtless transfers this influence to places where it will make for the maximum benefit.

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The Monetary Times had the pleasure of meeting this week some of the British newspaper men who have visited Northern Ontario with a view to seeing for themselves the natural wealth of that region. With what they have seen they are well pleased. But those sleek mining company promoters who have assumed that, as a result of these visits from Britain of men who think and write, English capital will flow into their coffers, are sadly mistaken. The present visit will do much to inform the British investor of Northern Ontario's potentialities. He will be told by his own newspapers that Cobalt is undoubtedly one of the richest silver areas in the world. But he will also be retailed a few interesting facts concerning the number of mining companies which have exploited the credulity of the distant investor, and created a black investment record in Northern Ontario.

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If the city of Toronto cannot show, within a comparatively short time, a viaduct on its water front, a commercial asset which should have been there years ago, it is to be feared that those who indulge in the undoubted delights of sarcasm, will possess a subject affording much scope for their pastime. The Board of Control have unanimously declared in favor of all the railway tracks, both those used for through traffic and