

News of the Week

TUESDAY, FEB. 5.

Berlin reports that the strike of the past week has been entirely suppressed.

Enemy airmen have made another raid over the chief towns of the Venetian Plain including Venice. Munition depot near Prague is reported destroyed.

A mutiny in the Greek army about 90 miles north of Athens was promptly suppressed.

A registration of unnaturalized Germans living in the United States was begun yesterday.

The 22,000 retail grocers in the Dominion are within a few days to be put under license by Food Controller Thomson, and regulations enforced to control delivery and shipping habits.

The pilot and the captain of the Mont Blanc, the French munitions ship which collided with the Belgian relief ship Imo in Halifax harbor on the 6th of December, causing the disastrous explosion, have been arrested, charged with manslaughter, in consequence of the Drysdale Commission's report.

WEDNESDAY, FEB. 6.

A number of attacks on Bolshevik forces in different parts of Russia are reported.

A brief item from Petrograd declares that 10,000 Polish troops who had kept their organization intact, and who desired to return to Poland, had been refused permission to carry out their wishes by the German authorities. It is added that the Poles retained their old officers, having resisted all the Bolshevik demands and orders that these men should revert to the ranks, and that the soldiers should elect new officers. Later Petrograd issued a statement that some Polish troops had attacked Bolshevik forces that were holding points particularly around Kovno, but nothing more has been heard of

this incident until now.

A Canadian War Mission has been established at Washington, with Lloyd Harris as Chairman.

The Department of Railways will assist the Grand Trunk and Canadian Northern Railways with motive power.

Commander Wyatt was arrested in consequence of the report of the Drysdale Commission on the Halifax disaster.

THURSDAY, FEB. 7.

Transport Tuscania was torpedoed off the coast of Ireland, 101 American soldiers being lost.

The War Purchasing Commission's powers have been extended to buy for all Government departments.

Government grading of butter is recommended by the Canadian Produce Men's Association, which has been in convention at London.

Arrangements have been made by which the United States War Trade Board has apportioned sufficient corn to Canada to meet monthly requirements.

Alberta's fur output is estimated to probably exceed \$10,000,000 in value this year, a large increase in exports and value of coyote and rat pelts being reported.

Negotiations are said to be in progress between the Canadian and United States Governments looking to a daylight saving scheme for the two countries to be inaugurated in May or June.

FRIDAY, FEB. 8.

There is liveliness on many sections of the West front. The Germans are the aggressors in a number of the raiding operations.

In Alsace, the French repulsed three attacks, presumably on a small scale, inflicting heavy losses on the enemy.

The British lines have been fairly active.

Australia, it is announced, has embarked on a

shipbuilding program.

Petrograd and other parts of Russia are suffering from another wave of anarchy. It is reported that the Bolsheviks has cut off direct communication between Berlin and Petrograd by wire because the Germans have put a ban on all news to Russia. Thousands of former German prisoners are gathering in Petrograd and are allowed full liberty.

SATURDAY, FEB. 9.

Rome reports that unfavorable weather on the Italian mountain front has interfered even with artillery operations during the last few days.

It is announced that Spain's protest to the German Government against the sinking of the Giralda has been presented by the Spanish Ambassador at Berlin.

Admiral Sir John Jellicoe states that he thinks that the British are in for a bad time during the next few months from the U-boats, but adds his belief that the subs should be throttled by August if the nation holds out.

The Canadian Railway War Board has ordered that freight for overseas export must not be accepted unless the cars are loaded to capacity.

Canada has got back nearly 6,000 of the 23,000 Canadian cars said to be in the United States. Many are coming loaded with anthracite.

A steamer reached Halifax with 147 officers and 503 men on Thursday afternoon, the second to arrive with returned soldiers since the disaster of December 6th.

One hundred and fifty thousand barrels of Annapolis Valley apples are in danger of spoiling for lack of cars to transport them to western markets, the English market being cut off.

MONDAY, FEB. 11.

Absolute silence reigns on Allies battle front.

A Food Board for Canada has been created.

QUEBEC—The Province of Prosperity

THRIFT is one of the foremost virtues of the people of Quebec, and thrift signifies industry and character — two national assets having a value that cannot be measured in coin, but may explain the distinguished place this province holds in the ranks of Canada's prosperity and development.

The St. Lawrence and Montreal.

In Quebec the restlessness of the Anglo-Saxon is absent. The home-love and the family-love of the French-Canadian conservatism, staunchness, integrity are revealed in the people's work and life.

Quebec is the principal owner of the great St. Lawrence River — Nature's magnificent water-course for Canada's grain and beef and timber, and all else, on their way to Great Britain, Europe and other lands. Montreal is destined always to be Canada's great commercial centre; the location of the head offices of a number of the largest of Canada's financial institutions; the headquarters of rail and water shipping interests; banking, insurance, mercantile and varied other institutions.

The St. Lawrence permits ocean traffic to come up stream to the foot of the Lachine Rapids. To the head of Lake Superior the St. Lawrence canals overcome a fall of 551 feet. The tonnage over the St. Lawrence canals increased between 1901 and 1914 from 1,208,206 tons to 4,391,493 tons, and 1910 from 1,208,296 tons to 4,302,427 tons. Montreal's port tonnage has almost doubled in ten years.

Quebec's Vast Resources.

Quebec's native wealth is immense — almost beyond one's power of conception or calculation. Quebec has agricultural wealth; riches in minerals and forest products; ability to produce cattle and horses, sheep, swine and poultry; immensity of waterpower for industrial requirements; and the ability of her children to perform with celerity and skill the work of factories.

Quebec a Big Province.

Look at Quebec's far-reaching acres—455,000,000 of them—the most spacious of all Canada's provinces. Of this only 15,000,000 acres or so — about 3.5% — are under cultivation. Yet from this relatively small acreage much wealth is derived, as witness these figures, comparatively presented:

Field crops, 1916 \$102,937,000
Field crops, 1915 104,688,000
Field crops, 1914 99,279,000

The Government and Financial Position of the Province of Quebec

Lieutenant-Governor His Honor Pierre Evarist Le Blanc, Kt., K. C. M. G.

MEMBERS OF CABINET		FINANCIAL STATEMENT	
Premier and Attorney-General	Hon. Sir Lomer Gouin.	Assessed value of taxable real estate, December 31, 1916 (last date at which summarized figures are available)	\$1,285,516,644
Minister of Lands and Forests	Hon. Louis Jules Allard	Total funded debt, 30th June, 1917	\$ 39,162,996
Provincial Treasurer	Hon. Walter G. Mitchell	Less—Sinking Fund	\$1,645,058
Minister of Colonization, Mines and Fisheries	Hon. Joseph Edouard Caron	Other Assets (net)	5,312,922
Minister of Public Works and Labor	Hon. Honore Mercier	Net Debt	\$ 32,505,016
Minister of Agriculture	Hon. Louis Alex. Taschereau	The net debt is less than 2.53% of the assessed (Real Estate) valuation.	
Minister of Roads	Hon. Joseph Adolphe Tessier	Population census of 1911	2,063,232
Ministers Without Portfolio	Hon. J. C. Kaine	Population, 1916, as estimated from official reports of local authorities	2,305,754
	Hon. N. Perreault	Area of Province 450,337,761 acres, or 703,653 square miles.	
		Annual value field crops	\$102,937,000
		" " dairy products	22,875,337
		" " lumber, pulp, etc.	27,500,491
		" " minerals	13,287,024
		" " manufactures	387,900,585
			\$554,550,437

The Province of Quebec includes the cities of Montreal and Quebec, the former the principal commercial city of Canada. The foreign commerce of the Province in 1916 amounted to \$459,396,012.

The Province of Quebec contains about 130,000,000 acres of timber lands, more than any other Province in the Dominion. Its population, based on the last cen-

sus figures, is 27.8% of the total population of Canada.

The Province has the power to levy a direct general tax to meet principal and interest on its debt, but has never found it necessary to do so.

The net debt per capita has decreased from \$15.63 in 1901, to \$14.09 at the present time.

Dairy products, 1916 22,875,337
Dairy products, 1915 17,303,000
Dairy products, 1914 16,156,022

Quebec as a Dairy Province.

Dairying in Quebec is highly developed. Much land is devoted to pasturage, and the growing of fodder crops. The last available figures give a total of 1,984 cheese and butter factories with an output for the year of:

Lbs. Value.
Butter 34,323,275 \$11,516,148
Cheese 61,906,750 11,245,104

Forest Products of Quebec.

Quebec surpasses every other province of the Dominion in the matter of her forest areas. These total 130,000,000 acres, or about 30% of the province's total acreage, and by comparison with the value of the "cut" of other provinces, Quebec's figures are about one-third of the whole. The

value of Quebec's forests is reckoned to be:

White and red pine \$200,000,000
Spruce and balsam 250,000,000
Pulpwood 100,000,000
Hardwood 25,000,000

\$575,000,000

As a producer of pulpwood, and of manufactured pulp, Quebec stands in the forefront of Canadian provinces. In 1914, 23 out of 49 Canadian companies engaged in the manufacture of pulp were located in Quebec, and the consumption of pulpwood amounted to 636,496 cords, or about 52% of Canada's total consumption. In addition to the domestic consumption, 687,421 cords of pulpwood were exported, being about 75% of the whole Canadian export.

Quebec's Mineral Wealth.

In 1915 the value of minerals extracted from the earth was \$12,159,433. The yearly figures for a number of years show how mining is developing. They are:—

1902 \$ 2,985,463
1905 3,750,300
1910 7,323,281
1913 13,119,811
1914 11,722,783
1915 12,159,436

Quebec's Asbestos Deposits.

For one highly useful mineral Quebec is the main source of the World's supply — asbestos. During 1917 the value of the output of her asbestos mines was \$6,000,000, or an output for each working day of \$20,000.

Quebec's Water-Powers.

Quebec possesses water-power in abundance, and water-power soon or late spells industry. The estimated power developed from water, according to the last available figures, is given as 6,000,000 horse-power.

Quebec's Manufactures.

According to the last census report there were 6,584 manufacturing plants in Quebec. The capital invested was \$326,946,000. The number of employees was 158,207 and their wages and salaries amounted to over \$69,000,000. Raw material used cost \$184,274,000, value of the output \$351,000,000. Representing between \$10,000,000 and \$26,000,000 output were eleven industries as follows:—log products, boots and shoes, cottons, butter and cheese, railway cars, men's clothes, tobacco products, railway cars building, grist mills, paper and lumber products.

Quebec's Commerce.

Quebec has developed considerable trade outside of the province and this explains a heavy import and export trade. The imports in 1870 were \$32,833,000 and exports \$37,807,000. In 1900 they were \$79,508,000 and \$76,791,000 respectively, and in 1914 they were \$185,320,000 and \$177,556,000 respectively. During the five-year period of 1910-1914, Montreal's proportion of the province's total trade with the outside was 50.8 per cent of the imports and 7.64 per cent of the exports.

Quebec's Railways.

Of the 4,333 miles of railways in the province on the 30th of June, 1914, there were but 575 miles in existence on the 1st of July, 1867, the date of Confederation. On the 1913 basis, 4,333 miles, there were 2.55 miles per 1,000 of population, and 12.3 miles to every 1,000 square miles of territory.