

Canada from Coast to Coast

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Quebec, Que.—The series of falls known as Grand Calumet, on the Ottawa River, are to be dammed and 50,000 horsepower harnessed as a result of negotiations, which have been in progress between various Quebec and Ontario private interests and have now come to a satisfactory conclusion. It is understood that work will be started at the Falls early next spring and when completed mean an expenditure of between \$3,000,000 and \$4,000,000. Most of the power developed will be disposed of in Ontario.

Port William, Ont.—For the first time in the history of the Twin Ports, as far as is known, cargoes of wheat are clearing for European ports. Two of the Norwegian, sea-going craft, which have been in the lake trade all fall, have taken their last cargoes aboard and cleared for Ireland, each carrying 51,000 bushels of wheat.

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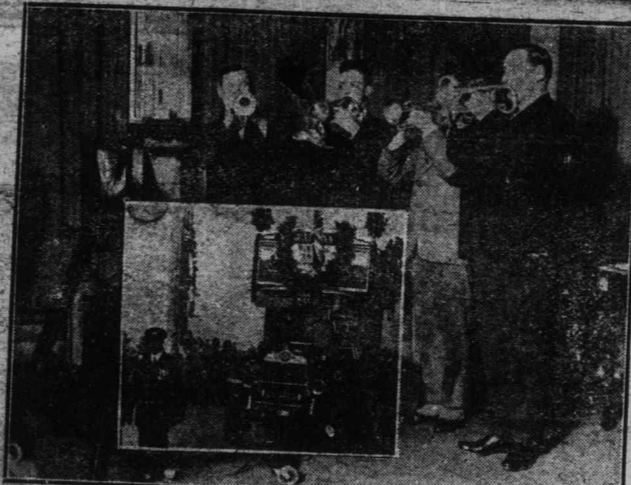
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"BRITAIN MOURNS HER HEROES AT REST" On Armistice Day the British Isles heard the notes of the "Last Post" broadcasted by radio from London. The picture above shows the buglers sounding it, and inset, is a picture of "Old Bill," a London omnibus which carried some of the "Old Contemptibles" to Mons during the first battle at that town in 1917. It is now on duty in London again, and was decked with flowers for the Armistice parade.

Weekly Market Report

TORONTO. Manitoba wheat—No. 1 Northern, \$1.04 1/4. Manitoba oats—No. 3 CW, 43c; No. 4 extra feed, 41 1/2c. Manitoba barley—Nominal. American corn—Track, Toronto, No. 2 yellow, \$1.17. Ontario barley—58 to 60c. Buckwheat—No. 2, 72 to 75c. Ontario rye—No. 2, 73 to 75c. Pens—Sample, \$1.50 to \$1.55. Millfeed—Del. Montreal freights, bags included, \$2.00 per ton, \$27; shorts, per ton, \$25; middlings, \$36; good feed flour, \$2.00; white, 94 to 96c, outside. Ont. No. 2 white oats—88 to 40c. Ontario corn—Nominal. Ontario flour—Ninety per cent, pat., in jute bags, Montreal, prompt shipment, \$4.75; Toronto basis, \$4.75. Manitoba flour—1st pat., in jute sacks, \$5.80 per 100 lbs.; 2nd pat., \$5.80. Hay—Extra No. 2 timothy, per ton, track, Toronto, \$14.50 to \$15; No. 2, \$14.50; No. 3, \$12.50; mixed, \$12. Car lots, per ton, \$9. Cheese—New, large, 23 to 24c; twins, 24 to 25c; triplets, 25 to 26c; Stiltons, 25 to 26c. Old, large, 30 to 31c; twins, 31 to 32c. Butter—Finest creamery prints, 41 to 43c; No. 1 creamery, 38 to 40c; No. 2, 36 to 38c. Eggs—Extras, fresh, in cartons, 70 to 74c; extras, storage, in cartons, 45 to 47c; extras, 42 to 43c; firsts, 38 to 39c; seconds, 30 to 32c. Live poultry—Spring chickens, 4 lbs. and over, 25c; chickens, 3 to 4 lbs., 22c; hens, over 5 lbs., 22c; do, 4 to 5 lbs., 22c; roosters, 15c; ducklings, over 5 lbs., 20c; do, 4 to 5 lbs., 18c; turkeys, young, 10 lbs. and up, 28c. Dressed poultry—Spring chickens, 4 lbs. and over, 33c; chickens, 3 to 4 lbs., 30c; hens, over 5 lbs., 25c; do, 4 to 5 lbs., 24c; do, 3 to 4 lbs., 18c; roosters, 18c; ducklings, over 5 lbs., 28c; do, 4 to 5 lbs., 25c; turkeys, young, 10 lbs. and up, 35c. Beans—Canadian hand-picked, lb., 7c; primes, 6 1/2c. Maple products—Syrup, per imp. gal., \$2.50; per 5-gal. tin, \$2.40 per gal.; maple sugar, lb., 25c. Honey—60-lb. tins, 12 to 13c per lb.; 10-lb. tins, 12 to 13c; 5-lb. tins, 13 to 14c; 2 1/2-lb. tins, 14 to 15c; comb honey, per doz., No. 1, \$3.75 to \$4; No. 2, \$3.25 to \$3.50. Smoked meats—Hams, med., 26 to 27c; cooked hams, 37 to 38c; smoked rolls, 21 to 23c; cottage rolls, 22 to 24c; breakfast bacon, 25 to 27c; special brand breakfast bacon, 30 to 32c; backs, boneless, 30 to 35c. Cured meats—Long clear bacon, 50 to 70 lbs., \$17.50; 90 lbs. and up, \$18.50; heavyweight rolls, in barrels, \$36; heavyweight rolls, \$33. Lard, pure refined, 18 to 18 1/2c; tins, 18 1/2 to 19c; pails, 19 to 19 1/2c; prints, 20 1/2 to 21 1/2c; shortening, tins, 15 1/2 to 15 3/4c; tubs, 15 1/2 to 16c; pails, 16 to 16 1/2c; prints, 18 1/2 to 18 3/4c. Heavy steers, choice, \$6.75 to \$7; butcher steers, choice, \$5.75 to \$6.50; do, com., \$3 to \$4; butcher heifers, choice, \$5.75 to \$6.25; do, med., \$4 to \$5; do, com., \$3 to \$3.50; butcher cows,

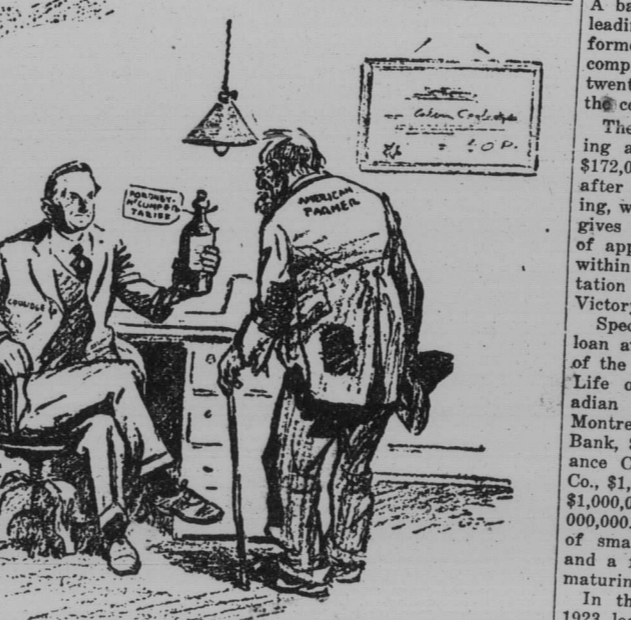
choice, \$4 to \$4.50; do, med., \$3 to \$4; canners and cutters, \$1.50 to \$2.50; butcher bulls, good, \$3.50 to \$4.50; do, com., \$2.50 to \$3.50; feeding steers, \$3.50 to \$4; do, fair, \$4.50 to \$5; stockers, good, \$4 to \$5; do, fair, \$3.50 to \$4; milkers and springers, \$80 to \$110; calves, choice, \$10 to \$11; do, med., \$8 to \$9; do, com., \$4 to \$5; do, grassers, \$3.50 to \$4.50; lambs, choice, \$10.25 to \$10.75; do, \$8.50; do, fat, heavy, \$4 to \$5; do, \$5 to \$6; sheep, light ewes, good, \$6 to \$8.50; do, fat, heavy, \$4 to \$5; do, \$5 to \$6; F.W., \$8; do, f.o.b., \$7.50; do, smoothen points, \$7.25; do, selects, \$8.85.

MONTREAL. Oats, N. 2 CW, 55 to 56c; No. 3 CW, 52 to 53c; extra No. 1 feed, 50 1/2 to 51 1/2c; No. 2 local white, 49 1/2 to 50 1/2c. Flour, Man. spring wheat patents, \$6.30; 2nds, \$5.80; strong bakers, \$5.80; winter patents, choice, \$5.75 to \$5.85; winter patents, bag 90 lbs., \$2.95; Bran, \$27.25. Shorts, \$30.25. Middlings, \$36.25. Hay, No. 2, per ton, car lots, \$15 to \$16. Cheese, finest westerns, 17 1/2 to 18 1/2c; finest easterns, 17 1/2 to 17 3/4c; Butter, No. 1 creamery, 38 to 39 1/2c; special pasteurized, 40 1/2c; No. 1 pasteurized, 40c. Eggs, extras, 40c; No. 1 stock, 36 to 37c; No. 2 stock, 30c to 32c. Canner cows, \$1.25 to \$1.50; cutters, \$1.75 to \$2.25; dairy type cows, \$2.35 to \$3; good veals, \$5 to \$10; \$8.50 to \$8.75 for thick smooths and butcher; selects, \$9.25.

First Woman Mayor Miss Ethel Colman of Norwich, England, recently elected mayor of that city, photographed for the first time in her robes of office.

A new plaster quarry has been opened a short distance from Clarksville Station, N.S., by the Windsor Plaster Co. It is the intention of the company to ship about 5,000 tons of their mill product per annum. There are large deposits of limestone in the same vicinity; also a kind of marble.

If straightened out, an ounce of spider-web would extend three hundred and fifty miles.



"BUT, DOC, IT AIN'T DOING ME ANY GOOD!" —Kirby, in the New York World.

Will Our Good Roads Wear?

Canada is spending millions of dollars annually upon road construction in an effort to provide for the increasing traffic that is using the highways for purposes of communication. What is to be the future of these roads? Will they wear? Will they continue to provide a satisfactory surface for the present traffic and for any future vehicles that will make use of them and what will the cost of upkeep be? The people of Canada are keenly interested in this subject and want to know. They are largely dependent for communication upon a network of highways, due to the scattered settlement in many portions of the Dominion. A bulletin issued by the Highways Branch of the Department of Railways and Canals states that on January 1, 1922, there were 447,384 miles of highways under control of the provinces, counties, townships and rural municipalities. When the mileage of roads in certain centres is added, it will be realized how important is the selection of suitable material for construction purposes.

The Mines Branch of the Dept. of Mines is giving particular attention to the various materials entering into the construction of new roads and the surfacing of others. Under the direction of Mr. Howells Frachette, Chief of the Road Materials Division, Mr. H. Gauthier is making a special investigation into the endurance of recently built highways in Ontario and Quebec and Mr. R. H. Pitcher is carrying out a survey of the road materials adjacent to the highways which Nova Scotia and New Brunswick have included in their programs for road improvement.

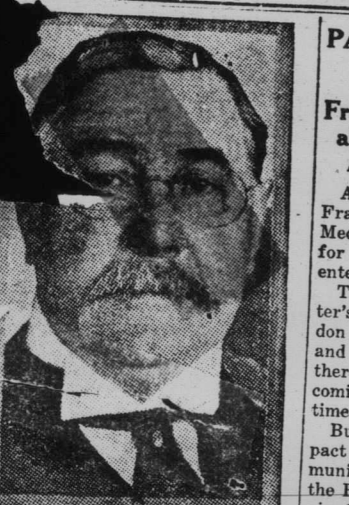
The laboratories of the Mines Branch are equipped for complete physical tests on rocks, sand and gravel used as road-building material, as well as for general construction. Tests in the laboratory are made for two purposes: to determine in the materials tested their characteristic qualities, and whether they conform to a previously determined standard established by the test of service. After it has been determined that a material is satisfactory, specifications can be made with an assurance that the material specified will meet requirements. There are five standard tests regularly made in the laboratory upon road-building rock which furnish a ready means of judging the comparative value of a rock as a road metal. The most important are those for resistance to abrasion (percentage of wear) and for resistance to impact (toughness). The others are for hardness, specific gravity and absorption.

Gravels are examined to determine their adaptability for the construction of gravel and concrete roads, and to obtain some knowledge of their ability to resist wear and to bind; also to obtain information on the probable strength of concrete in which the gravels might be used as the aggregate. The very general occurrence of limestone in many parts of Canada has led to their use as road metal. The durability of limestones, however, varies with their composition and texture, according to the Mines Branch. The finer and more evenly-grained varieties, as a rule, are the most durable. A tough, hard limestone will give a good result in some cases as the more durable igneous rock, but the great majority of limestones are soft and wear rapidly.

The need of the work which the Mines Branch is carrying on is evidenced by the statement of Mr. A. W. Campbell, Chief Commissioner of Highways, in his annual report for 1922: "Some of the subjects in which highway engineers are not agreed, and in which research is necessary are the causes of ravaging of gravel and bituminous mixtures of cracking in Portland and bituminous concrete pavements, and of the formation of 'cup' holes and pockets in wearing surfaces; desirable ingredients and proportions of materials, such as 'filler,' in the less common designs, and of practices of construction, proper number and thickness of applications, etc."

According to the same report, road improvement work in the several provinces under agreement between the provinces and Dominion, to be paid for jointly under the Canada Highways Act, amounted in value to \$27,542,456, covering 4,820 miles. Quebec has a total length of roads of 4,500 miles of improved roads out of a total of 45,000 miles of roadways in the province, and has expended thereon \$40,000,000. Manitoba, likewise, has built 8,001 miles of roads to the standard required under the Canada Highways Act, at an expenditure of \$9,182,921. Ontario has spent on good road building during the three years 1919-1922, \$64,148,262, of which counties and townships contributed \$27,628,521 and the province \$36,519,740. The total mileage of improved roads in Ontario up to the end of 1922 was approximately 23,000 miles or 36 per cent of the total road mileage.

The enormous sums of public money being invested in the building of highways demands absolute knowledge of the materials being used, in order that the investment may be protected. To provide this assurance the public are looking to the Mines Department for guidance, and the experts of that department are engaged in an intensive study of these important subjects.



"Pay-Pay" Re-elected. T. P. O'Connor, for nearly forty years a member of the British House of Commons, as a Nationalist member representing the Scotland division of Liverpool, was re-elected by acclamation. "Pay Pay" has come to be a British institution.

NEWS REACHES ARCTIC LIKE EVENING PAPER

Radio a Boon to Polar Explorers During Long Winter Darkness. A despatch from Prince Rupert, B. C., says:—Wireless reports have been received from nine different countries and communication with a station in Hawaii has been established by the radio operator of the Bowdoin, now 760 miles from the North Pole, with Captain Donald B. McMillan aboard, according to a message received here from the exploration party. Captain McMillan said in his message that "news of the world was received like an evening paper, from two European wireless stations."

"With the coming of the long night, amateur radio stations in the Eastern States are being picked up and heard more distinctly," the message says. The Bowdoin wireless made a record for itself on Friday night when Mix, our operator, talked with amateur station 6 CRU in Hawaii. This distance of 6,000 miles is possibly the world's record for short-wave stations. We have heard stations in Iceland, Germany, Holland, Mexico, France, Norway, Italy, Japan, Sweden, Spain. We receive news of the world from stations in Oxford, England, and Nauen, Germany, and look forward each day to our evening paper.

"The long Arctic night, so much dreaded by explorers of old, and so vividly described with all its consequences in their narratives, has no terrors for the crew of the Bowdoin. Our living conditions are vastly different and all conducive to good health and happiness."

New Free State Loan Payable in British Currency

An interesting point in connection with the new national loan as to whether its service would be in Irish or British currency was settled by an official announcement that interest and principal would be paid out in British sterling.

FIGHTING FORCE BEING FORMED IN GERMANY

Concern in London Over Report of Recruiting and Rearing.

A despatch from London says:—"Disturbing information concerning the extent to which Germany is recruiting and re-arming has been received by the British Government," says a Reuter's news item. "Although the view is taken officially that this information is potential rather than imminent danger, the British authorities are frankly concerned over the situation and its bearing on the peace of Europe."

Make Search for Scallops and Find Them in Beds

A despatch from Ottawa says:—"Discovery of three new scallop beds situated near the Lurcher lightship, off the coast of Yarmouth county, Nova Scotia, is announced by the Department of Marine and Fisheries. The discovery was made by the fisheries protection vessel, Arleux, which made a search for new scallop beds recently off the western end of Nova Scotia. The beds are said to contain scallops in such quantities as to give good returns to boats properly equipped for catching them."



Dr. A. S. Lamb, B.P.E. Director of the Department of Physical Education of McGill University, who is to be one of the staff in charge of the preparation of Canadian athletes for the Olympic contests in France next summer.

bears a deep significance. It shows that the Canadian people believe in the future of their own country, and that what money will be required from other sources for future development, no mean part of it can be received from the surplus earnings of Canadians. It should also have a beneficial influence in stimulating immigration because it illustrates the opportunities open to worthy newcomers.

Among the big Alberta wheat yields this year is that of J. J. Wanoop, of Parkland, who threshed an average of 67 bushels from a field of 110 acres.

An unusually large demand for Prince Edward Island certified potatoes has given a decided stimulus to the seed potato industry of the province. Double the quantity produced could have been disposed of to American buyers at \$1.10 a bushel. It is estimated that the acreage will be increased fully 50 per cent. for 1924. The last shipment of certified seed potatoes from the Island left for Virginia with a cargo of 65,000 bushels.

During the fiscal year 1922-23, according to the Provincial Dept. of Agriculture, there were 7,199 beekeepers, compared with 7,559 in 1921-22. Honey extracted in 1922-23 amounted to 3,205,041 pounds, compared with 3,064,929 pounds in 1921-22. The amount of wax produced this year, 41,457 pounds, and 35,395 pounds in the previous fiscal year. The period when such publicity is most valuable. The success of the flotation in the previous year.