

ALLIES BUY FROM CANADA.

Over \$636,000,000 were received for farm products bought in Canada by the Allies, chiefly Great Britain, in the last fiscal year.

This is made up thus:—

| | |
|----------------------|--------------|
| Butter | \$ 2,000,000 |
| Cheese | 36,602,000 |
| Eggs | 2,271,000 |
| Oats | 37,644,000 |
| Wheat | 366,341,000 |
| Flour | 95,896,000 |
| Meats | 76,729,000 |
| Vegetables | 19,034,000 |

The total Canadian war expenditure for the same period was \$342,762,000.

The incoming value for wheat alone was \$23,000,000 more than all our war expenditure. Besides this, Canadian industries received from the Allied powers the stupendous total of \$620,000,000.

THE EGG INDUSTRY.

In Denmark a trade to England sprung up between 1865 and 1870, and continued for a time, but it was found that the farmers were keeping back eggs in order to receive higher prices as the season advanced. This led to an inferiority in the quality of the eggs and as a result the trade began to decline. At this point societies were formed by a group of progressive egg merchants. These societies collected and sold the eggs stamped and numbered, indicating the place of origin. This was the beginning of co-operation in the egg trade, and the cause of Denmark's export trade being restored. It grew through efficient methods to a yearly average between 1911 and 1915 of 4,661 tons, and an increase in price resulted of from \$1.58 to \$2.18 per great hundred eggs. Previous to the adoption of co-operation France had done the bulk of the trade in eggs with Great Britain. She, however, did not take advantage of Denmark's example, and the trade went to the more efficient country.

This story of Denmark can be applied to Canada. A co-operative egg circle was formed in this country for the purpose of marketing eggs frequently and regularly through a common medium. The object is to place them in the hands of the consumer with the least possible delay, and in good condition. Previous to the adoption of this means of regulating the trade, the Canadian farmers, it was estimated, had lost between five and six million dollars as a result of carelessness in the handling and marketing of eggs.

Co-operation has led to a more stable market, better methods of housing and better conditions all round.

Great store is set upon Canadian eggs in Great Britain as a result of these more efficient methods, and it is most important that a high standard of quality, grade and pack should be maintained in order that Canadian eggs should hold their place in British markets.

THE FUTURE OF THE LIVE STOCK INDUSTRY.

The arrival of peace has created new conditions in the export of meat and produce and some uncertainty in the minds of Canadian farmers as to future markets. Information in the hands of The Honourable T. A. Crerar, Minister of Agriculture, convinces him that the export market will continue to absorb at firm prices, as compared with the prices for all other agricultural products, every pound of beef, bacon and other animal product that Canada can supply. In discussing the situation, the Hon. Mr. Crerar said: "In view of the great scarcity of cattle and live stock of all kinds in Europe, and because of the great demand for live stock and live stock products of all kinds sure to continue for some years at least, I am going to ask the farmers and live stock men of Canada to maintain their breeding operations on a war time scale, to properly finish all feeding stock, and to conserve all good breeding females, and to still further improve their herds and flocks by using even greater care in the selection of the sire."

As an example of how Canada is capable of increasing her exports of live stock the following statistics for the past six years are given:

| | 1912. | 1913. | 1914. | 1915. | 1916. | 1917. | 1918. |
|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Horses | 2,692,357 | 2,866,008 | 2,947,738 | 2,996,099 | 3,258,342 | 3,412,749 | 3,608,815 |
| Milch Cows | 2,604,488 | 2,740,434 | 2,673,286 | 2,666,846 | 2,833,433 | 3,202,283 | 3,324,429 |
| Other Cattle | 3,827,373 | 3,915,687 | 3,363,531 | 3,399,155 | 3,760,718 | 4,718,657 | 6,507,267 |
| Sheep | 2,082,381 | 2,128,531 | 2,058,045 | 2,038,662 | 2,022,941 | 2,369,358 | 3,037,480 |
| Swine | 3,477,310 | 3,448,326 | 3,434,261 | 3,111,900 | 3,474,840 | 3,619,382 | 4,289,682 |

BUSINESS FAILURES IN CANADA.

There were 10 business failures in Canada for the week ending Nov. 31, 1918. This compares with eight for the previous week and 16 for the corresponding week a year ago.

In 1914 there were 104 failures for the corresponding period in 1915, fifty, and in 1916, twenty-five. This shows a steady decline since 1914, but an increase of two over the previous week.

LEATHER.

The supply of intermediate grades of kid is very small at present and manufacturers who are using this grade are feeling the pinch not only in colors, but also in black kid. The higher and lower grades do not show such a shortage, however.

With regard to sole leather, there is no change in price and the demand is still strong both for army and civilian use. There is little prospect of a decrease in price, and if there should be a change it is expected that it will be the reverse. Labour is still very uncertain and hard to get.

FUEL CONTROL WORK.

The normal coal consumption for Canada for the calendar year 1917 was 5,319,688 net tons of anthracite and 29,497,375 net tons of bituminous coal.

Anthracite coal is practically all utilized for domestic purposes. Canada's supply mined in the country seldom exceeds 150,000 tons per year. Bituminous coal is used largely for industrial purposes. Canada's supply mined in the country seldom exceeds 14,010,707.

As about 22,539,512 tons of our total consumption of 34,817,063 is imported from the United States, it is necessary to prove to that country that we are conserving coal as much as it is.

In view of these facts the Fuel Controller upon his appointment in the summer of 1917 had the choice of either invoking the aid of provincial and municipal authorities in enforcing his regulations or of engaging an army of officials at a tremendous cost. It was decided to make use of existing machinery.

The scheme of administration outlined was as follows:—

1. The Fuel Controller for Canada looks after negotiations for the importation of coal from the United States and for the prompt and systematic shipment thereof. He also interests himself in promoting increased production of coal in Canada in the fields within which he has jurisdiction. He obtains from Canadian mines an estimate of their production and receives from the United States Fuel Administrator an allotment of coal from that country. The Fuel Controller then proceeds, after careful consideration, to make up his annual coal "budget" and to allot to each Province in Canada its fair share of all coal available.

2. The Provincial Fuel Administrator then steps in and ascertains the requirements of each community in his Province and makes his allotment within the Province of whatever coal is available upon an equitable basis.

3. The Local Fuel Commissioner is thereupon informed what his allotment will be for the year and he is expected to see that the tonnage available is distributed amongst the people in his community on a fair pro rata basis. All this is done under carefully drafted regulations.

The price was controlled, leaving retailers only overhead and delivery expenses as an uncertain element. Distribution was handled locally, supervised by the Fuel Controller at Ottawa.

The anthracite coal allotment for Canada is approximately 77 per cent of what we received last year. Therefore we will experience a decided shortage in the winter if severe.

It is necessary to conserve the 23 per cent the country is short this year. This can no doubt be done by using wood, bituminous coal or coke more or less early in the winter and later as spring approaches by sifting the ashes!

ONTARIO FIRE PREVENTION LEAGUE.

At a meeting of the Ontario Fire Prevention League, affiliated with the Ontario Fire Marshal held recently at Toronto, the following resolutions were passed:

"That in its warfare against the needless sacrifice of human lives and property by fire the league advocates the following measures to the end that the lives and substances of our people shall not continue to be dissipated by a reckless and easily preventable waste:

"The adoption by municipalities of a standard building code, so that fire-resistive construction may be encouraged, the use of inflammable roof coverings prohibited, adequate exit facilities from buildings secured, and interiors so designed and fire-stopped as to make easy the extinguishment of fires therein.

"The careful consideration by this league of the enactment by the province of a statute applying the principle of common law of personal liability where a fire originates in the premises occupied by any person as a result of his criminal intent, design or wilful negligence, or where said person has failed to comply with any law or ordinance of the province or of the municipality enacted for the prevention of fire or the spreading thereof.

"The wider general use of the automatic sprinkler as a fire-extinguishing agent and life saver, and the more general adoption of the fire division wall as an important life-saving exist facility.

"That the government take steps through their Forestry Department to clear land at certain strategic points in Northern Ontario in such a manner in which it has in previous years occurred."

BRITISH HONDURAS AS A GATEWAY.

A British Honduras correspondent of the British and Latin-American Trade Gazette says:

Producers and merchants in this country largely ignored the excellent gateway which British Honduras affords into Central America. Had any other country owned this possession they would have made it the centre of their trading campaign in that part of the globe. Our competitors in the United States, realizing the advantage which this English-speaking community offers, are now making strenuous efforts to increase their trade with the colony, and also to use it as a gateway into Southern Mexico and Guatemala.

British Honduras is bounded on the north and northwest by Mexico, and on the west and south by Guatemala. It has an area of 7,625 square miles, and a coast line of 160 miles. The frontage is dotted with small coral islands and reefs, many of them planted with coconuts. The chief port is Belize, which is the capital and contains between 13,000 and 14,000 inhabitants, of whom nearly 80 per cent are colored. The total population in the colony is given at 40,809, so that Belize contains seven-twentieths of the whole. The town is situated on the Belize river, which forms the chief highway to the western and southwestern parts of the colony.

Freight is discharged at Belize on to lighters, as ships are compelled to anchor half a mile out. The harbor is well protected from storms by a series of small islands. The lighters are towed a short way up the river, and there discharge into warehouses or transfer their loads into light draught motor and cargo boats, which are able to go up-river for a little over a hundred miles. Similar motor boats ply up and down the coasts, supplementing the services of coasting steamers. There is also a small railway, twenty-five miles long, and two connecting tram lines.

The attention which the United States is devoting to British Honduras is shown by many other things than the mere value of the export and import trade of the two countries. The United States realize that this colony, where there is always law and order, is an excellent centre for the expansion of its trade into the neighboring Latin Republics. Imports into areas of Mexico, for example, will naturally follow the same route that their exports have traversed. In particular the port of Belize and the Belize river are already largely used by the districts of these countries adjacent to the colony.