

PROGRESS OF WORK ON TRENT CANAL SUBJECT OF REPORT

*Approximately 300 Miles of
Canal in Operation; Work
Remainder Well Advanced*

UNIQUE WATERWAY

The route of the Trent canal as now in operation and under construction lies between Trenton, on the bay of Quinté, where direct connection is made with lake Ontario, and Honey Harbour, on Georgian bay, from which port the water of the upper great lakes are at once accessible. The portion of the canal now under construction lies between lake Couchiching and Georgian bay.

CANAL IN OPERATION.

That portion of the canal which lies between Trenton and Rice lake is now practically completed; the extent of the canal now in operation or ready for operation may therefore be stated as about 200 miles, or between Trenton and Washago. In addition to this, other channels maintained would approximate a total of 90 miles.

On those portions of the canal which have been under regular operation various improvements and repairs have been made, as stated in the current report of the Department of Railways and Canals.

CANAL UNDER CONSTRUCTION.

Ontario-Rice Lake Division.—Under this division is included the portion of the canal which lies between Trenton and the easterly end of Rice Lake, a total distance of 56½ miles. As already noted, this section of the canal is now practically completed, and will be opened for traffic early next season. A detailed description of the various works comprised in its construction and other matters of general interest will be found in last year's report, and also in the reports of several preceding years. The entire work when fully completed will have cost slightly over five million dollars.

Severn Division.—Under this division is included the portion of the canal between lake Couchiching and Port Severn, on Georgian Bay, a total distance of 43 miles. In this distance there will be included 4 miles of canal, 5½ miles of subaqueous channel, and 33½ miles of deep-river and lake navigation. The rise of about 139 feet between the level of Lake Huron and that of Lake Couchiching will be overcome by five locks. For the regulation of the river levels, fifteen dams will be required. The route of the canal will be crossed by eight steel bridges, five for highway and three for railway traffic. Five of these bridges will be fixed spans, and the remainder swing spans. For construction purposes this division has been subdivided into four sections or contracts known as sections 1, 2, and 3, and the Port Severn section. Section 1 is not yet under contract, and it is not likely that tenders on it will be called for until after the close of the war. The work to be undertaken will include the construction of three locks and two regulating dams, and will extend from deep water in Georgian Bay, near Island No. 181, 17 miles easterly, to a point a little above the Big Chute near the mouth of the Severn River. Section 2, now under contract, extends from the Big Chute to a point above McDonald's Rapids, a distance of 11½ miles. The work included in the contract comprises principally the construction of a dam at Pretty Channel, a dam, lock, and power-house at Swift Rapids, and the reconstruction of the Canadian Northern Railway bridge at

ACREAGE IN CEREALS FOR THIS CROP YEAR

The following table shows the acreage of cereals, 1918-19, as published by the *Agricultural Gazette of Canada*, Department of Agriculture:—

Countries.	1919.	1918.	Five years' average 1913 to 1917.	1919 compared with 1918.	1919 compared with 5 years' average.
	Acres.	Acres.	Acres.	%	%
WHEAT—					
Alsace-Lorraine.....	167,000	141,000	322,000	88.8	51.7
Denmark.....	125,000	143,000	143,000	87.6	87.6
Spain.....	11,317,000	10,230,000	9,970,000	110.6	113.5
France.....	11,087,000	11,360,000	13,251,000	97.6	83.7
England and Wales.....	2,400,000	2,537,000	1,992,000	96.0	128.0
Scotland.....	70,000	79,000	63,000	88.5	110.8
Greece.....	937,000	10,798,000	11,625,000	97.3	90.3
Italy.....	10,502,000	17,354,000	13,309,000	97.7	127.4
Canada.....	17,959,000	59,110,000	52,490,000	121.0	136.3
United States.....	71,526,000	35,497,000	30,851,000	66.0	75.9
India.....	23,415,000	1,458,000	1,287,000	93.4	105.8
Japan.....	1,362,000	1,458,000	1,287,000	93.4	105.8
Totals less Alsace-Lorraine and Greece.....	148,763,000	148,564,000	134,891,000	100.1	110.3
BARLEY—					
Alsace-Lorraine.....	139,000	537,000	531,000	103.3	104.5
Denmark.....	555,000	1,818,000	1,855,000	137.1	134.4
Spain.....	2,493,000	1,955,000	2,322,900	92.8	78.1
France.....	1,814,000	103,000	52,000	95.0	189.0
England and Wales.....	98,000	59,000	292,000	93.1	93.1
Greece.....	59,000	272,000	143,000	103.8	402.8
Italy.....	272,000	555,000	143,000	104.8	208.6
Canada.....	576,000	6,185,000	3,108,000	107.6	148.0
United States.....	6,484,000	11,425,000	8,303,000	107.6	148.0
Totals less Alsace-Lorraine and Greece.....	12,292,000	11,425,000	8,303,000	107.6	148.0
OATS—					
France.....	5,728,000	4,210,000	3,791,000	136.1	151.1
Spain.....	256,000	249,000	322,000	102.7	79.4
Greece.....	299,000	494,000	580,000	95.0	80.9
Italy.....	469,000	3,154,000	1,804,000	96.3	168.3
Canada.....	3,036,000	8,679,000	7,761,000	91.9	114.7
United States.....	8,899,000	2,721,000	3,046,000	107.7	96.2
Japan.....	2,931,000	20,507,000	17,304,000	104.0	123.2
Totals less Greece.....	21,319,000	20,507,000	17,304,000	104.0	123.2
OATS—					
France.....	1,652,000	1,711,000	1,831,000	96.6	90.2
Greece.....	156,000	1,211,000	1,173,000	91.8	94.8
Italy.....	1,112,000	14,790,000	11,272,000	99.1	130.0
Canada.....	14,654,000	44,400,000	40,587,000	93.4	101.4
United States.....	42,365,000	62,112,000	54,863,000	96.3	109.0
Totals less Greece.....	59,783,000	62,112,000	54,863,000	96.3	109.0
FLAX-SEED—					
Italy.....	45,000	42,000	44,000	105.9	101.2
India.....	1,841,000	2,932,000	3,462,000	62.8	53.2

Ragged Rapids. The dam at Pretty Channel was completed towards the close of 1915. The dam at Swift Rapids was completed near the close of navigation last season. Since the completion of this dam, the elevation of the water in the river between Swift Rapids and Ragged Rapids has been raised 47½ feet. The power-house at this point has been completed and all machinery installed, and it is expected that the plant will be in operation within a few days. Work on the lock has been proceeding satisfactorily. The excavation for the lock pit is about completed. The concrete work of the lock and the entrance piers is now about two-thirds completed. The upper entrance piers, breast wall and gate recess walls have been finished, and work on the side walls is well advanced. The swing span of the bridge at Washago for the crossing of the Canadian Northern Railway was completed during the year. The girder approach at the west end has not yet been erected, and the completion of the railway diversion on either side of the bridge has been delayed for want of rails. No further work was done on the substructure of the Ragged Rapids bridge. Section 3, which is about 15½ miles in length, extends from the easterly end of section 2 to deep water in Lake Couchiching. The contract for

the work to be undertaken includes the construction of a lock just north of Lake Couchiching, two highway swing bridges, one railway swing bridge, and several small dams near Washago, as well as a large amount of rock and earth excavation. Owing to the conditions resulting from the European War, a surrender of the contract was effected. Of the total amount of work to be performed under the contract, a little more than half has now been completed. Of the work thus far carried out, the following items are among the more important: The excavation for the Couchiching lock is practically completed, and the concrete work on the upper entrance piers, breast, and recess gate walls is well advanced. The dredging of the channel in Lake Couchiching is nearly completed. The canal cut across country, from the Muskoka Road bridge to the river, is well advanced. The highway bridge at Muskoka Road is completed and now in use. The construction of the pivot pier only at the Hamlet Highway crossing of the canal has thus far been carried out. The swing bridge for the crossing of the Canadian Northern Railway is complete, except for the erection of the fixed spans at the west end.

Buy War Savings Stamps.

DAIRY COMMISSIONER ISSUES A STATEMENT ON CHEESE SITUATION

*No "Fixing" of Price and
Dairy Produce Commission
Will Not be Revived, he
Declares*

CANADIAN CHEESE PURCHASE

Mr. J. A. Ruddick, Dairy and Cold Storage Commissioner, Department of Agriculture, has issued the following statement in respect to the purchase of Canadian cheese, to the amount of 20,000 tons, by the British Butter and Cheese Import Committee:—

Following the recent collapse of the cheese market a representative of the British Ministry of Food (Mr. F. Warren) and the Chairman of the Butter and Cheese Import Committee (Sir Thomas Clement) associated with the Ministry of Food, London, England, were in Canada last week for the purpose of arranging for the purchase of 20,000 tons of Canadian cheese. They met the producers at Brockville on Thursday and offered 25 cents per pound delivered at Montreal. Sir Thomas Clement announced that a local committee to represent the British Butter and Cheese Import Committee would be formed in Montreal to arrange for the export of the cheese. The Canadian merchants who handle the cheese are to be paid a commission of 1½ per cent plus ¼ cent per pound to cover handling charges.

Mr. Warren was asked for a statement as to the reasons for the purchase and why they are unable to pay more than 25 cents per pound. His answer was as follows:—

"The maximum retail price of cheese in Great Britain, including the home production, has been fixed by the Ministry of Food at one shilling and sixpence (36 cents) per pound, and there are sufficient reasons why the maximum cannot be raised.

"The cost of handling the cheese from the time it is delivered by the Canadian producer at Montreal until it reaches the consumer in Great Britain at the present time amounts to 10.95 cents per pound, made up of the following items:—

	Cents per Lb.
British retailers' profit (which includes loss in weight in cutting up).....	5.0
Commission paid to British wholesalers and British importers (average).....	1.5
Inland transport in Great Britain.....	0.5
Storage and handling in Great Britain.....	0.5
Interest in carrying stock.....	0.5
Loss in weight.....	0.33
Ocean freight and landing charges.....	1.75
Discount.....	0.25
Commission paid Montreal exporters.....	0.37
Montreal handling charges.....	0.25
Total.....	10.95

"In addition to these charges the British Committee will have to bear the loss on account of the low rate of exchange, which at the present time is equivalent to about 2 cents per pound.

"The British Committee will lose on the Canadian cheese purchased at 25 cents, and this loss will have to be met from the profits on purchases in other countries, or become a charge on the British treasury."

The foregoing figures are confirmed by Dr. James W. Robertson, who has just returned from England.

There is no "fixing" of price, and the Dairy Produce Commission will not be revived. Producers are free to dispose of their cheese through any other channels and at a higher price if that should be possible.