

# Canada's Natural Resources and Her Industrial Development

The inland revenue receipts for the month of December aggregated \$80,239.04, almost doubling the receipts for the same month in 1914, when they were \$41,113.64.

Over 9,000,000 ounces of silver bullion was shipped from the Cobalt camp during the year of 1915, valued at \$4,626,905.87. This is entirely apart from shipments of silver ore and concentrates shipped.

Toronto's building permits in 1915 amounted to \$6,651,899 a decrease of over fourteen millions as compared with 1914 when the value of new buildings erected amounted to \$20,694,288.

Barnett & McQueen, elevator builders, have been awarded a contract to build a million bushel elevator for Davidson & Smith, of Fort William. This will be an addition to their present facilities. Work commences in the spring.

The Western Canada Flour Mills at Calgary are working night and day on war orders for flour. The Calgary mills of the company are now completing orders for 20,000 barrels of flour for France, there is still large British orders to fill, and the mills have orders which would keep them working on the war contracts for months to come.

Two hundred and thirty-five million dollars is the estimated value of grains, dairy products and that portion of live stock for which figures are available, produced in the western provinces, last year, according to figures prepared by the Winnipeg Free Press. Over two hundred millions of this amount is credited to grain. Seventy per cent of the wheat crop has been marketed.

The British foreign office announces the opening, under its control, of a new bureau to be known as "the foreign-trade department." This department will put into effect the new powers recently conferred by parliament with the object of preventing enemy persons or firms established in neutral countries from trading in Great Britain. The head of the new bureau is Laming Worthington Evans, M.P. for Colchester, vice-chairman of the National Unionist Association.

Less fall wheat was sown in Canada during the past fall. It is estimated that the area sown to fall wheat for next year's crop is 1,100,800 acres, which is about 15 per cent less than the area of 1,294,000 acres sown in 1914 for the 1915 crop. The decrease is principally in Ontario, and is due to the heavy rains of August, which prevented the working of the soil in time for seeding.

The area sown to fall wheat in Ontario is estimated to be 820,600 acres, 1,043,000 acres sown in 1914, the decrease being 222,400 acres, or over 21 per cent. In Alberta there is an increase from 230,000 acres in 1914 to 260,500 acres in 1915, the plus difference representing 13 per cent. In Manitoba there is a decrease from 10,900 to 9,400 acres; in Saskatchewan there is no change from the estimated area of 4,100 acres, and in British Columbia there is a small increase of 200 acres, making 6,200 acres sown to this crop.

The Canada Potash & Algin Company, Limited, is establishing a unique plant at Sidney, Vancouver Island. The company controls in Canada the Mohler processes for the treatment of kelp, or seaweed, which is produced in immense quantities all along the Pacific Coast, and is particularly plentiful along the shores of Vancouver Island. Gum algin has hitherto been only a laboratory product. It is the strongest of all gums and it can be used for a great variety of purposes, such as sizing, the waterproofing of cottons and silks, a binder for briquettes and in various other ways. The Mohler processes provide for utilization of every particle of the kelp plant, but the company does not deem it advisable at the present time to make public any further details on this point. The kelp of the Pacific Northwest appears to be the richest in potash of any known. Kelp is an annual, and the estimate of the Marine Department is to the effect that what is growing in Canadian waters on this coast would, if utilized, yield annually an amount of potash worth \$15,000,000.

Building permits in St. John, N.B., during 1915 amounted to \$346,275, a decrease of \$179,022 from the figures of the previous year.

Canada has natural resources of which little is known. One of these is the clam-shell fishery. From the Grand river, in southwestern Ontario, alone no less than 165 tons of the clam or wash-board shell have been taken. A use has been found for these shells in the manufacture of fresh water pearl buttons. There is no doubt that, were it generally known that the shells have a market value, a much larger supply could be secured.

Bank clearings indicate an increase for the entire Dominion for the week ended January 6, of 45.7 per cent. The aggregate gain is \$64,470,857. At eastern points the gain was 44.7 per cent, and in the West 48.4 per cent. Halifax showed a gain of 73.9 per cent, Montreal 63.2 and Toronto 44.8 per cent. In the West Medicine Hat showed the large percentage gain of 90.9 per cent, Winnipeg 75.5 per cent, and Brandon 60.4 per cent. Saskatoon, Lethbridge and Calgary showed exceptionally heavy gains.

According to a statement recently issued by the Customs Department, arrangements are under way by which Canadian manufacturers will be assured a supply of dyestuffs in future. Through the co-operation of the Imperial authorities, which have exerted pressure on American manufacturers of such dyestuffs, the Government has been able to relieve the serious situation which promised to develop here. It arose out of the refusal of American manufacturers to export the manufactured dyestuffs to Canada as usual. The scarcity of dyes in Great Britain has rendered export from that country to Canada almost impossible, and Canadian companies had been getting their supplies in the shape of log-wood dyes from the United States.

Sir Adam Beck, Chairman of the Ontario Hydro Electric Board, has announced another "distribution of profits" to consumers of hydro-electric power. The new schedule of rates which went into effect on January 7 show that the commission has recommended reductions for nearly sixty municipalities in the Niagara zone. The recommendations of the commission governing domestic and commercial consumption mean an average reduction to the consumer of about ten per cent. These vary considerably in some places, the cut running as low as three per cent and in others running as high as twenty per cent. Power rates are also generally reduced.

There is still a heavy grain movement between the prairie provinces and the Atlantic sea-board. Official figures at hand show that at the end of the year there were 26,244,031 bushels of wheat in store in terminal, interior terminal and public elevators, as against 14,334,571 bushels at the close of last year. Of other grains the total is 15,072,198 at the close of last year and 8,925,761 at the close of the year before. During the year just closed the elevator capacity in the west was substantially increased by the opening of new interior terminal elevators. The capacity of these is as follows: Calgary 2,500,000 bushels; Moose Jaw 3,500,000 bushels, and Saskatoon, 3,500,000 bushels. At the head of the lakes the terminal elevator capacity is now 42,180,000 bushels, while there is capacity in public elevators in Montreal for 7,400,000 bushels.

The W. T. Rawleigh Company, of Freeport, Ill., has decided to build a factory in Hamilton. The Rawleigh Company manufactures a complete assortment of household medicines, extracts, flavors, spices, toilet articles, polishes, stock and poultry preparations, dip and disinfectant, etc.; in fact, in all, 107 different products, which are sold direct to farmers from waggon by over 1900 men in the United States and about 300 in Canada. Besides the employment this factory will give to its own employees, much work will be given to other factories, as the firm uses large quantities of glass bottles, tin cans and containers, all of which are manufactured here. The Freeport factory alone bought 16,000,000 pounds of raw materials, containers, etc., last year, receiving at one time an entire train load of thirty cars, containing 2,272,752 bottles, the largest shipment of bottles in the history of the glass industry.

A section of the Ottawa press is responsible for the statement that there is to be a country-wide appeal to the Dominion Parliament to pass legislation prohibiting the manufacture, importation and consumption of intoxicating liquors for the duration of the war and for a period thereafter. The story goes that a manifesto has been prepared setting forth this demand and is being widely circulated in Ottawa, Toronto, Montreal, Winnipeg and other large cities and is being signed by large numbers of employers of labor and others of influence.

The Panama Canal has cost the United States just \$357,436,048.84, including funds on hand for work under way, according to the annual report of Major-Gen. George W. Goethals. Of this amount \$14,689,873.30 has been devoted to fortifications.

Some idea of the extent of the many slides that have hampered the canal is conveyed by the figures for the Gaillard cut, where 6,671,183 cubic yards of earth and rock were removed after the canal opened up until June 30, 1915. The largest slide of all, which took place after the report was compiled, is not touched upon.

Congress had appropriated for the canal a total of \$394,399,149.92 to June 30, 1915, says Gen. Goethals.

Negotiations that have been going on for some time between H. M. Marsh, publicity commissioner of Hamilton, and the Perkins Glue Company of Lansdale, Pa., have resulted in that company choosing Hamilton for the location of a Canadian factory. The Perkins Blue company originated and patented a vegetable glue that is made from tapioca flour, and which is used extensively in woodworking factories for veneering purposes.

Workmen are now installing machinery under the direction of J. G. B. Perkins, and it is interesting to note that these people have purchased all their machinery in Canada and a large portion of it in Hamilton. A Dominion charter has been applied for and the company will have a capital of \$40,000. They expect to start operation about the middle of February.

The United States has gained a new industry directly as a result of the war. Practically its entire supply of "quartz glass" formerly came from Germany. It has been manufactured there by a secret process and has found a ready sale in the United States, despite a high tariff. The glass, curiously, is made from a peculiar kind of sand, which is found only in Nebraska.

Thousands of tons of this sand have heretofore been brought to New York and shipped to Germany to the quartz glass factories. The quartz glass is invaluable for making a variety of articles, such as crucibles, test tubes, retorts and other vessels used in laboratories and throughout the chemical industry, since it is absolutely acid-proof and heat resisting and the only substitute for platinum.

The quartz glass — or silicium dioxide, as it is scientifically known — is now being manufactured in New York city.

Although the demands which the heavy crops of the last harvest have made upon our railways have modified the views of a great many as to the extent of our over-construction, yet it is quite evident that for a few years to come, at any rate, there will be no need of new large undertakings.

We now have about 31,000 miles of railway under operation in Canada, on which, up to the end of the fiscal year 1914, there had been a capital outlay of \$1,808,820,761 on private-owned roads, and of \$111,956,203 on Government-owned, while of financial aid given by Dominion and Provincial governments and by municipalities there was a total of \$233,772,640. Besides the financial aid given there are the 56,041,248 acres of land granted as an inducement to railway construction. What a profitable source of revenue these land grants have on the whole been to the railway companies is known to everyone.

But even were we disposed to undertake further railway construction on a large scale there is little prospect of our being able to secure the necessary funds. The conditions of the world's money market precludes it. We can, therefore, rest our souls in peace as far as any doubt may arise in regard to excessive railway construction in the immediate future.—The Canadian Manufacturer.