

# Canadian Official Record

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No. 20.

## CHANGE IN MODE OF EXAMINATION FOR PENSIONS

*Doctor who Actually Examines Soldier will Recommend Whether Entitled to Pension or Not.*

### TO PREVENT DELAY

The Board of Pensions Commissioners announces that commencing February 17 awards of pension will be recommended by the doctor of the Pension Board who actually examines the soldier or ex-soldier immediately after his discharge, or when he comes up for medical re-examination as the case may be.

This will remove what would in the future have proved an almost certain source of dissatisfaction amongst pensioners and prospective pensioners, says a statement issued by the board.

Up to the present the complaint most frequently voiced has been that the medical officers who examined the men on discharge, or on re-examination, were not the ones who recommended the amount of pension to be awarded. Thus the men were prevented from describing their ailments personally to the individuals responsible for the award of pension. This was due to the shortage of medical examiners trained to decide a man's percentage of disability in accordance with the Pension Regulations.

It was necessary that the disabled man's Medical Report should be sent to the Head Office of the Board of Pension Commissioners for consideration by the Medical Advisers there before a final decision as to pension could be

[Continued on page 2.]

## THREE CONTRACTS FOR PUBLIC WORKS ARE LET

The Department of Public Works announces the following contracts awarded under Orders in Council:—

Burlington, Ont.—Construction of gymnasium building in connection with military hospital. Contractor, K. Connor, of Hamilton, Ont., at \$15,700. Order in Council dated January 6, 1919.

Toronto, Ont.—Construction of a limb factory in connection with Military Orthopedic hospital. Contractor, William Williamson, of Toronto, at \$41,481. Order in Council dated January 29, 1919.

Esquimalt, B.C.—Reconstruction of dockyard wharf. Contractors, McDonald & Watson, of Victoria, B.C., at \$52,224.07 (approximately—unit prices). Order in Council dated January 30, 1919.

## AUTOMOBILE INDUSTRY FIGURES ARE COMPILED

Statistics Relating to Motor Car and Allied Industries are Issued by Dominion Bureau of Statistics.

### OVER \$35,000,000 CAPITAL IS INVESTED IN PLANTS

A preliminary report of the statistics relating to the automobile and other allied industries has been compiled by the Dominion Bureau of Statistics which covers the operations of establishments engaged in the manufacture of

- (1) automobiles,
- (2) automobile accessories, and
- (3) automobile repairs.

The number of establishments classed as manufacturers of automobiles in Canada in 1917 was 11, in automobile accessories 24, and in repair work 497.

The total capital invested in these industries was \$35,780,677, apportioned as follows: in automobiles \$23,192,858, in accessories \$3,155,893, and in repair shops \$4,431,926.

The number of persons employed

on salaries by sex distribution was 730 males and 174 females in automobile plants, 106 males and 21 females in accessory plants, and 254 males and 48 females in auto repair shops and garages, and the total salaries paid were respectively \$1,376,692 in automobile plants, \$266,147 in plants making accessories, and \$334,780 in repair shops.

The number employed on wages in each class and the amount paid in wages were as follows:—

	Number.		Wages.
	Males.	Females.	
Automobile plants...	4,852	164	\$4,862,779
Accessory plants...	1,405	122	1,198,596
Repair shops.	1,508	34	1,200,958

The value of materials used in manufacturing and repair work in

[Continued on page 2.]

## GRAIN SHIPPED AND STOCKS NOW IN ELEVATORS

*Figures Show Grain Loaded Since September as Compared With Last Year also Grain Inspected to Date.*

### DAILY LOADING AVERAGES

The following Grain Statistics are forwarded from the office of the Commission of Immigration and Colonization at Winnipeg and include figures up to the end of January:—

Grain loaded since 1st September, 1918, 65,057,925 bushels; 1917, 97,484,150 bushels.

Grain in store at C.P. interior elevators, 12,445,181 bushels; 1917, 12,496,021 bushels.

In store at Government interior elevators: Moosejaw, 71,62,423 bushels; Saskatoon, 1,835,107 bushels; Calgary, 2,234,995 bushels.

In store at all elevators at lake front, 28,839,727 bushels.

[Continued on page 2.]

## COMMISSION TO HOLD SESSIONS IN WEST

Cases Which Will Come Before Railway Commissioners on Tour from February 14th to March 7th.—Some Important Applications.

The Board of Railway Commissioners for Canada will hold sessions throughout the West, commencing at Vancouver on February 14, and visiting Victoria, Vernon, Nelson, in the coast province; Lethbridge, Calgary, Edmonton, in Alberta; Saskatoon, Regina, in Saskatchewan; Winnipeg, Manitoba; and Fort William and Sudbury, sitting at the latter place on March 7. The partial list of cases to be heard is as follows:—

The Commissioners will hold a meeting at the City hall, Victoria, B.C., Monday, the 17th day of February, 1919, at ten o'clock in the forenoon.

1. Application of the Express Traffic Association of Canada for increase in rates. (File No. 29040.)

2. Consideration of proposed advanced local switching charges by railway companies. (File No. 21700.2.)

3. Complaints of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

4. Application of the Great Northern Railway Company for rescission of Order No. 26718 and permission to cancel rates on lumber and forest products from points on the Victoria

and Sydney railway to stations on the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific railways. (File No. 1068.2.)

At the City hall, Vernon, B.C., Wednesday, February 19th, 1919, at two o'clock in the afternoon.

List of cases for hearing will be:—

1. Complaint of the Adolph Lumber Company, of Bayne's Lake, B.C., against the rate charged on logs from Dorr, B.C., to Bayne's by the Great Northern Railway Company. (File No. 25248.)

2. Consideration of proposed advanced local switching charges by railway companies. (File No. 21700.2.)

3. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

4. Application of the Empress Traffic Association of Canada for increase in rates. (File No. 29040.)

Meeting at the City hall or Board of Trade, Lethbridge, Alta., Monday, February 24, at ten o'clock in the forenoon.

The list of cases for hearing will be:

1. In the matter of the complaint of The Taylor Milling and Elevator Co., Ltd., Lethbridge, Alta., re classification of Dr. Rusk's Chic Food when shipped in mixed cars of flour and feed. (File No. 19367.89.)

Application of the Similkameen Farmers' Institute for carload and L.C.L. rates between Keremeos and other points in the Dominion the same as those in effect between Okanagan and other points;

Application of the Okanagan Farmers' Institute for a joint tariff on natural products between Similkameen Valley and Okanagan Valley over the G.N.R. and C.P.R. lines. (File No. 25451.)

2. Consideration of proposed advanced local switching charges by railway companies. (File No. 21700.2.)

3. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

4. Application of the Empress Traffic Association of Canada for increase in rates. (File No. 29040.)

At the City Hall, Nelson, B.C., Friday, February 21st, 1919, at ten o'clock in the forenoon.

List of cases for hearing will be:—

1. Application of the Similkameen Farmers' Institute for a joint tariff in natural products between Similkameen Valley and Okanagan Valley, and between Keremeos and Vancouver via Princeton, over the G.N.R. and C.P.R. lines;

2. Consideration of proposed advanced local switching charges by railway companies. (File No. 21700.2.)

3. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase

[Continued on page 4.]

## AUSTRALIA MADE HER GOVERNMENT SHIPS PAY FOR THEMSELVES

*Purchase Price of Sixteen Cargo Boats has been Paid Out of Profits With Substantial Balance.*

### TWO BOATS TORPEDOED

Mr. D. H. Ross, Canadian Trade Commissioner in Australia, reports on the Australian Government's experiment in the ownership of cargo steamers as follows:—

"In June, 1916, the Commonwealth Government purchased sixteen cargo steamers at a cost of approximately £2,080,000. The first year's operations of this fleet showed surplus earnings of £986,382. A cable was recently received from the general manager in London that the original cost of the steamers has been paid and that over £16,000 remained to the credit of the vessel. Two of the steamers have been torpedoed.

"The Commonwealth Government has also controlled the operations of a large fleet of enemy steamers interned in Australian ports at the outbreak of the war, two of which have been torpedoed. While the ruling rates of freight have been demanded by the Commonwealth line of steamers on goods shipped at oversea ports, it is emphasized that they carried exports of Australian wheat and products at considerably less than war freight rates.

"Through submarine action, some of the largest passenger steamers, withdrawn from the Australian coastal trade for transport purposes, have been lost and the water carriage facilities of the Commonwealth are now much curtailed. Quite a fleet of steamers formerly employed in the Australian-New Zealand trade have also been destroyed. The new steamer 'Avenger,' of 15,000 tons, built for the Canadian-Australian Royal Mail Line for the Vancouver trade, was sunk while acting as an auxiliary cruiser.

"Australian shipping companies are now endeavouring to place orders for a considerable number of passenger and cargo steamers which are urgently required to make the coastal fleet again normal."

## GRAIN SHIPPED AND STOCKS NOW IN ELEVATORS

[Continued from page 1.]

Inspected since September 1, 1918:—  
Wheat. Other grains. Total.  
1918—96,946,800 25,306,300 122,253,100  
1917—116,826,000 41,833,650 158,709,650

Daily average marketed and loaded:—  
Marketed. Loaded.  
1919 . . . . . 145,500 bushels 85 cars.  
1918 . . . . . 273,166 " 205 "

Grain shipped by rail since September 1, 1918: C.P.R. tracks, 5,251,735 bushels; lake front, 6,347,803 bushels.

Cars of grain unloaded at Fort William since September 1, 1918, 41,317; 1917, 59,231; 1916, 56,629.

During the week 294 cars of flour were shipped from various mills in the Prairie Provinces; last year, 357 cars.

The average number of bushels of various kinds of grain per car as shown by out-turns at elevators on the C.P.R. tracks at Fort William, during the week:—

	1919.	1918.
Wheat . . . . .	1,305	1,326
Oats . . . . .	1,947	1,931
Barley . . . . .	1,525	1,405
Flax . . . . .	1,300	1,081
Rye . . . . .	1,368	1,409

Use W.S.S. for systematic saving.

## CHANGE IN MODE OF EXAMINATION FOR PENSIONS

[Continued from page 1.]

made. This unfortunately delayed the issue of the first pension cheque. It was often necessary to obtain fresh facts regarding the man's disability, or information which had been omitted in the original medical report. Communications were, therefore, necessary between one office and another, and unavoidable delays resulted.

IN VARIOUS DISTRICTS.

The Pension Commissioners, however, determined to overcome these difficulties. Whenever possible the Medical Staff was increased and every effort was made to rapidly train the new members in their duties under the Pension Board.

Fortunately the stage has been reached where the Board has now a sufficiently well-trained body of medical examiners—all returned men—who can be distributed through the various district offices of the Commission and entrusted with the task of examining disabled soldiers and recommending the award of pension to which they are entitled.

The percentage estimate of the man's disability made by the examining doctor will be accepted by the Head Office of the Board of Pension Commissioners as the basis on which to award pension, subject, of course, to a check by the Commission against errors which are always liable to occur.

Under the new arrangements the medical report on a man at the time of his discharge will be sent to the local district office of the Board of Pension Commissioners. It will there be examined by the Board's Medical Examiner, who will recommend the amount of pension indicated. The pensioner will then be informed by letter regarding the amount of his pension and requested to advise the District Office if he is dissatisfied with the award and wishes to be medically re-examined. Should this prove to be the case the pensioner will be requested to report at once for re-examination and, if it is necessary for him to travel by rail, a travelling warrant will be supplied.

When the re-examination has taken place he will be told by the examining doctor what award of pension is being recommended and will thus have an opportunity of personally submitting any complaints he may wish to make.

There can be no doubt that these changes will meet with the warmest approval everywhere, the statement concludes. Disabled soldiers—whom they most directly concern—will especially welcome this step towards obtaining for them a smoother and more direct system of pension administration.

## AUTOMOBILE INDUSTRY FIGURES COMPILED

[Continued from page 1.]

each class was (1) automobiles \$35,585,820, (2) accessories \$3,788,308, and (3) repairs \$1,961,773.

The total value of production and repair work for all classes was \$66,077,207, of which automobiles amounted to \$54,466,273, accessories to \$6,519,868, and repairs to \$5,091,066.

Classified according to purpose the number of the different classes of cars recorded in the census returns was (1) touring cars 80,544, (2) runabouts 5,502, (3) closed cars 1,165, (4) delivery wagons 1,231, (5) club roadsters 561, (6) trucks 117, and (7) not classified 556, or a total of 89,676 cars.

Give War Savings Stamps a chance to convert \$4 into \$5.

## WHAT MUNICIPALITIES CAN DO TO ASSIST RETURNED SOLDIER

*Statement Issued by Committee of Repatriation which has Added Municipal Department to its Organization.*

The members of most municipal bodies throughout Canada have just received the endorsement of their various electorates, and these councils are in a position to take effective action in matters concerning the well-being of their constituency.

Among the big subjects to which the councils will have to give consideration, says a statement issued by the Committee of Repatriation and Employment, is that of the home-coming of our brave fighting forces from overseas, including, as it does, their proper reception when they arrive in their native city, town, or village, and later their assimilation into the civilian life of the community.

Realizing that the problems of after-the-war conditions are as serious as those under which Canada fought during the win-the-war period, the Government has formed this special committee, the Committee of Repatriation and Employment, and has included in it a special municipal department, whose aim is to secure the sympathy and active co-operation of every municipal council, rural as well as urban, throughout the entire Dominion.

"Each municipality has a deep interest in its own returned soldier, and everything should be done to show appreciation of his efforts. The welcome should be warm and of such nature as to send him forward towards his re-entry into civilian life with the confidence that his 'home' town is behind him during his days of re-adjustment. To this end let councils act as a body and let the members inspire individuals in the community to do their share.

WHAT COUNCILS CAN DO.

"The municipal councils can do much. They can co-operate with the Federal Government, first, by seeing that there is a proper welcome for every returning man of their own constituency; second, by seeing that the returned man at once obtains proper employment, either in his old position or in some new one; third, the municipal council can later take steps to see that he or his family are provided with a decent, comfortable home. With regard to housing conditions, the council, if necessary can take advantage of the Federal Government's offer to aid in the building of houses where there is a scarcity. No man should be permitted to live under 'slum' conditions. Fourth, the municipal councils are more or less employers of labour. It ought to be found possible for municipal councils to give work to the returned man until such time as he becomes placed permanently. Give the ex-soldier the preference in the vacancies on your staff, and let him have any special work which may arise in your municipality. In the ranks of the returned men you will find qualified workmen at practically any kind of calling. Give them a chance. If suitable work cannot be furnished, then utilize the newly organized official bureaus. They will bring results.

SOLDIER IS TAXPAYER.

"Special attention will be required for the returned soldier problem. Remember, he is a taxpayer, that he has an interest in the community and that the community has an interest in him. Might not your council as a whole or a special committee of the council take over matters appertaining to the returned man; have the thought of the community stimulated to a proper realization of the importance of the problem; work in with social or other objects at heart. Let sympathy be your guide. Successful efforts will mean great good to the community and the returned man.

"The returned soldier after years of warfare will find it difficult to settle

## DOMINION'S TRADE WITH JAPAN INCREASES REPORTS COMMISSION

*Canada's Exports to Oriental Country Over 146 per cent Greater Than They Were in Year War Broke Out.*

### CANADIAN PULP LEADS

Before the outbreak of the war Canada was a country very little known to the average Japanese. But from the time that Canada sent her first contingent of 32,000 men to France in 1914, Japan has been giving us more attention, reports Canadian Trade Commissioner A. E. Bryan from Yokohama. When Japan heard of our production of munitions and ships, she began to inquire into our resources, and was surprised to find that we were a manufacturing country, and that there were many things we made which she was importing from other countries. As a result, many Government officials and business men journeyed to Canada to learn more about us. They wanted to find out what they could buy from Canada and also what things they could sell to us. These men have come home imbued with the great possibilities that Canada has to offer as a market for Japanese goods. They also found out that there were many things which Japan could import from Canada to advantage. As a result, the trade between Canada and Japan has increased greatly, in spite of the many barriers which were in force as a result of the war.

In 1914 the imports of Canadian goods into Japan amounted to yen 1,073,023 (a yen is normally about 50 cents). In 1917 they increased to yen 2,557,108, while for the first ten months of 1918 imports from Canada stand at yen 6,297,551, and for the month of last October alone our goods to the value of yen 1,469,743 were imported, or a figure greater than the whole of the imports for the year 1914.

JAPANESE EXPORTS INCREASE.

As regards exports of Japanese products to Canada, they have increased from yen 4,994,125 in 1914 to yen 16,158,202 in 1917, while for the first ten months of this year goods to the value of yen 20,818,597 have gone forward to Canada.

Thus during the first ten months of 1918 year, Canada has increased her exports to Japan by over 146 per cent, while Japan has increased her exports to Canada by some 70 per cent.

Now that Canadian pulp has taken the lead in this market, and owing to the fact that the war has ended and the restrictions will soon be taken off, it should be the ambition of our pulp-mills to increase their shipments to Japan.

down to the humdrum life of civilian realities. He will be restless, and patience will be required. Remember he has not had to think for himself; his day's duties were mapped out and planned for him. He could not question. It will take time to rid him of this over-hanging of military system. But still more serious conditions to remember sympathetically are that his nerves will be on edge for some time, due to the constant risk of death which has dogged his steps at the front and the racking sounds and terrible sights of active service. It is during this time patience will be found necessary."

### Comparison of Heating.

The cost of heating an 8-roomed house by electricity is given as \$357 for the winter season at the rate of one cent per kilowatt-hour, or 0.75 cent per horsepower hour, and the cost of heating the same house by anthracite coal, at \$90, in Bulletin No. 6 of the Advisory Council for Scientific and Industrial Research, entitled "The Heating of Houses, Coal and Electricity Compared," by A. S. L. Barnes.

## PEOPLE OF CANADA MUST ASSIST IN THE GREAT WORK OF REPATRIATION

Hon. J. A. Calder in Canadian Club Address Says Term "Reconstruction" Has a Real Meaning to Canadians—Describes Work Done by Departments

### "BIG TASK IS AHEAD" DECLARES MINISTER

A comprehensive survey of the situation created by demobilization and of what the Government is doing in the way of fitting the returned soldier back into civil life was given by Hon. J. A. Calder, Minister of Immigration and Colonization and Chairman of the Repatriation and Employment Committee, at a dinner under the auspices of the Westmount (Quebec) Canadian Club, on Wednesday, February 6.

The Minister of Immigration and Colonization made an important statement to the effect that it is the intention of the Government to purchase land for the settlement of soldiers, since there is a shortage of Crown and other lands in the districts where the settlements are needed. Mr. Calder also strongly emphasized the fact that the problem of a satisfactory repatriation can only be solved by the ready cooperation of the people in this great task, and he uttered a solemn warning that if the whole country did not bend its energies to that end, disaster would ensue within the course of a few months.

Hon. Mr. Calder said these were pretty stern times in which we lived. He spoke of the signing of the armistice and the sigh of relief that it evoked. "But when that armistice was signed a new set of conditions sprang up in every belligerent country in the world; here in Canada and elsewhere a whole series of new problems was given birth, problems relating mainly to the work of demobilizing the troops and bringing them home, also to the necessary reconstruction work that must be carried out."

The Minister referred with pride to what Canada had done on the field and at home during the past four and a half years. The will to conquer had been there all the time. Now that it was all over, there were two words heard on everybody's lips—reconstruction and repatriation. The former had a somewhat different meaning here from what it had in Belgium, France, and other countries which had suffered devastation. The term implied a breakdown and demolition and then rebuilding. "However, the term 'reconstruction' has a real meaning, or should have, to the Canadian people, as it embraces the whole question of our domestic policy. It means a reviewing of the whole line of our legislation in Canada; it means a national stocktaking; it means a consideration of the question as to whether or not we have in this country placed upon our statute books those measures which are necessary in the interests of the masses of the people. It is a big job which will take a long time. People who talk glibly about 'reconstruction' imagine something is going to happen overnight. I say it is not going to do so. Our problem of reconstruction will take time; it will not be accomplished in a day, in a month, or even in two or three years; but we must start at it and make progress. We must make progress; don't make any mistake about that."

#### NEW CANADA IS BEGUN.

"Those who have an idea that the reconstruction problem is simply a re-

arrangement of the affairs of the country so that we will get back to our normal conditions are very much mistaken," declared the minister. "Canada will never be the same Canada again; the old Canada has passed away; we are to have a new Canada. There is a new spirit abroad in this land among the people. Our people are thinking differently to-day; they are thinking as they never thought before, and that is a very healthy and hopeful sign."

Hon. Mr. Calder spoke of the half million men who had gone overseas, or at least been taken from normal occupations to become citizen soldiers, of how for over four years the majority of them had had no care as to food, clothes and shelter, and being under discipline had practically no wills of their own. As most of these men were in the "twenties," this experience came at the time when habits were formed. "Now the time has come for them to come home, and they are coming by the thousands, and the problem that we have to consider is the placing of those men back into the civil life of this country. Let me say this: In my opinion the job that confronts us now is the biggest job that Canada ever had to undertake, the most difficult, the most complicated in every way, and if we fail in it—well, goodness knows what may happen."

"The problem should be considered from two angles, the angle of the individual himself—that is, what we owe to the individual boy that we took out of his place; that I need not dwell upon. Then again we must consider it from the purely national standpoint. That is, unless we can as a nation take those five hundred thousand young men and place them back properly into the civil life of this country, the nation is going to suffer and that tremendously."

"What is the attitude of the men? They are looking for something a little better than they were accustomed to before the war, and that is not to be wondered at. The great majority of these men have a broader view of life than they had when they left Canada. Their horizon has been widened, and you must not blame them if when they come back they are just a little ambitious."

#### ACTION BY GOVERNMENT.

"Well now, the question nearly everybody is asking these days—and it is one which they have a right to ask—is as to whether or not the Government is properly prepared to deal with this problem. People want to know if the Government has any plan or preparations, or whether the Government has been asleep and is merely drifting. I think there is an impression abroad to some extent that that about represents the situation, that we have not given due thought, and consideration and the necessary time to the study of this problem."

"That is not true. As a matter of fact the Government has given a great deal of study and thought to the various problems which are bound to arise as soon as the war was over. We were prepared to a large extent to meet the situation."

Describing what steps had been taken by the Government, Hon. Mr. Calder first told of the plans for demobilization that had been prepared by the military authorities many months back, but the varying circumstances from month to month and day to day had often compelled modification or entire upset of these plans. Now everything was moving very nicely, and as illustration of this the Minister said Major-General Mewburn had told him that five hundred men just come off a troopship on arrival in Ontario, passed through the depot within half an hour, in the course of which all kit was handed in all formalities fulfilled, so that the men were civilians at the end of that time. He

also spoke of the good work that had been accomplished by the Department of Civil Re-establishment under Sir James Lougheed, which had especially handled the disabled soldier, something like twelve million dollars having been spent on this work, and two thousand men had passed through institutions provided for them, while about 3,500 men were still in such institutions for medical treatment, and nearly 7,000 were taking vocational training. "So when people say the Government has not been giving attention to these problems and that we have not made provision for repatriation—well, they scarcely know what the facts are."

#### THE LAND SETTLEMENT.

The work performed by the Soldiers' Aid Commissions of the various provinces was also touched upon, after which the Minister came to the question of Land Settlement. "We have already placed something like 800 soldiers on the land," he said, "and in addition we have made loans aggregating to about \$1,400,000, though this has been done under an Act that has its limitations. Within the past few months further consideration has been given to the question of land settlement for the soldier, and it has been decided that the scheme shall be broadened. We have not sufficient Crown lands, provincial or federal, to reasonably provide for the situation, and as a consequence a decision has been reached recently to the effect that the federal authorities will purchase land situated within easy distances of the settlement centres, in order that our soldiers can get that class of land. That is a very important decision, and one that will in a very large measure meet that most difficult problem. Personally I have no doubt as to what the results will be. We will succeed in placing upon the land of this country thousands upon thousands of young men who will eventually become good settlers. Don't make any mistake; we are going to have some losses; there are going to be some failures, but in the main by the placing of these men within the existing settlements in this country the net result eventually will be very beneficial not only to the men themselves, but to Canada as a whole."

Hon. Mr. Calder told of the consolidating of the five Government departments that had been dealing with the repatriation of the soldier and of the success that had been attained by bringing together all organizations interested in the work throughout the Dominion, thus co-ordinating all effort of that sort. In order to successfully carry out the work, he declared one thing was necessary. "We must have you and all the rest of the people back of us. This, after all, is not a Government job, no Government or organization can handle this task. This is a national task; it is the people's job. Unless the people from ocean to ocean think and act rightly on this question, Canada is going to fail and every person in this country will feel the effect of it. Our people should not ask: 'What is the Government doing?' They should ask: 'What am I doing to solve this question, and what is my share in the work?' Unless we can get people to think that way and realize that they have a share in this work, we are going to fail. But we are not going to fail, because I am convinced that our people do think right, and that they are prepared to take up their burden in this great national undertaking that faces us."

#### EMPLOYMENT QUESTION.

Making some suggestions as to how people could help, the Minister put first welcoming the boys home and making the soldier feel right the moment he gets back; also looking after their families, and especially where a bride was brought over from the Old Country. Another way was in regard to giving employment. "There is a tendency on the part of people everywhere to go slow, to shut down. People are inclined to be pessimistic and to wait because wages are high and the cost of material high. Something is going to happen if this opinion continues to prevail; that is, unless our people have more courage and more optimism, unless they are pre-

pared to meet this situation and provide employment, something may take place that many of us won't like a few months from now. Many employers are tightening and letting men go. Nothing could be more dangerous. Many people made money during the war and tucked it away in Victory Bonds. Unless some one is ready to loosen a little of that money in order to tide over the situation—well, just think about it. There is an old adage about being 'penny wise and pound foolish' that may apply to Canada unless we are very careful."

"Has the Government done anything, or does it propose to do, in the direction of providing employment? First, in so far as public works are concerned we propose a programme that will to a large extent meet the situation as far as that class of work is concerned. There are limitations to that, but we will go as far as we think reasonably possible. In connection with shipbuilding, our yards are all full at the present time, and we hope to see this continue. As far as our railways are concerned, during the past four years much work has been left undone that ought to have been done, and from the point of view of maintenance I suppose our railways were never in worse condition than to-day, so that a vast amount of work can be done in that direction. As you know, we have a housing programme, which I think will be acceptable by the provinces, and from fifteen to twenty million dollars' worth of houses will be constructed in the comparatively near future. Then, again, in connection with the land settlement scheme, there will be construction and the making of implements, and with the adoption of our new plan we hope to have that in full swing in the course of the next few months. In other words, as regards what the Government can do, we propose to do everything that should be done in order to help out this situation. That, however, will not meet the whole problems unless our people see that they have a share in it, individuals, manufacturers, corporations, and I would urge that everybody should rally to the solution of this great problem."

### FRENCH CANADIAN W.S.S. CAMPAIGN IN MANITOBA

In the French-speaking districts of Manitoba the War Savings campaign is being organized under the direction of a separate branch of the Manitoba division. The Committee will be known as "La Commission Nationale des Economies de Guerre, Section du Manitoba, St. Boniface." The following have been invited to become members of the "Comité Honoraire":—

Sa Grandeur l'Archevêque de St. Boniface, Hon. J. E. P. Prendergast, Hon. L. A. Prudhomme, Monseigneur Béliveau, J. L. Bourgoin, A. H. J. Dubuc, Echev. J. A. Marion, J. E. Cyr, Jos. Bernier, A. H. de Trémaudan, Hector Héroux, Ernest Guertin, Calixte Landry, Mariapolis; Paul Chénard, St. Pierre; Edmond Comeault, Letellier.

### B.C. SALMON PACK TOTAL FOR SEASON

The total British Columbia salmon pack for 1918 amounted to 1,616,157 cases, an increase of 58,672 cases over the pack of 1917. Percentage of higher grades of salmon was only 21 per cent of total, being much less than a year ago, on account of the failure of sockeye salmon run in Fraser.—Commissioner of Immigration and Colonization, Winnipeg.

#### Maple Sugar Prices.

Prices last year for maple sugar and maple syrup were the highest ever known. Good sugar sold at 25 cents a pound; syrup from \$2.25 to as high as \$3 a gallon. There has not been much sign of decline this year so far. In 1911 the price of maple sugar ranged from 5 to 10 cents a pound only, to the farmer.—Canada Food Board.

Thrift Stamps make thrifty children.

# HEARINGS OF RAILWAY COMMISSION IN WEST BOARD TO HOLD SESSIONS FROM COAST TO ONTARIO

Cases Which Will Come Before Railway Commissioners on Tour from February 14th to March 7th.—  
Some Important Applications.

[Continued from page 1.]

in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

4. Application of the Express Traffic Association of Canada for increase in rates. (File No. 29040.)

## HEARINGS AT CALGARY.

Meeting at the City Hall, Calgary, Alta., Tuesday, February 25, at ten o'clock in the forenoon.

The list of cases for hearing will be:—

1. Petition of businessmen and merchants of Hussar, Alta., on the line of the Canadian Pacific Railway Company, for telegraphic communication at that point. (File No. 4205.161.)

2. Application of the Western Gem Mining Company, Limited, Calgary, Alta., for an order rescinding the Order of the Board No. 27115, dated April 9th, 1918, authorizing the Canadian Northern Railway Company to construct and operate a spur track in the Northeast Quarter of Section 10, Township 29, Range 22, West of the 4th Meridian, to serve the Scranton Coal Company, Limited. (File No. 28013.)

3. Application of the Canadian Northern Railway Company, under Sections 151, 178, and 257, for approval of proposed diversion of the Rosebud river in Sections 6 and 7-28-19, W. 4 M., and for authority to take and use certain lands of the Canadian Pacific Railway Company. (File No. 12924.216.)

4. Application of the Canadian Northern Railway Company, under Sections 151, 179, and 257, for approval of proposed diversion of the Rosebud river in Section 24-27-21, W. 4 M., and for authority to take and use lands of Reginald N. Osborne, situated between the railway as at present located, the Rosebud creek and the highway between Sections 24 and 25. (File No. 12924.218.)

5. Application of the Canadian Northern Railway Company, under Sections 151, 176, and 257, for approval of proposed diversion of the Rosebud river in the Northwest Quarter of Section 35-27-20, W. 4 M., and for authority to take and use certain lands of the Canadian Pacific Railway Companies. (File No. 21700.2.)

6. Application of the Canadian Northern Railway Company, under Sections 151, 176, and 257, for approval of the proposed diversion of the Rosebud river in Section 18-28-19, W. 4 M., and for authority to take and use certain lands of the Canadian Pacific Railway Company. (File No. 12924.214.)

7. Application of the Canadian Northern Railway Company, under Sections 151, 176, and 257, for approval of proposed diversion of the Rosebud river in Section 34-27-20, W. 4 M., and for authority to take and use certain lands of the Canadian Pacific Railway Company. (File No. 12924.215.)

8. Application of the Canadian Pacific Railway Company, under Section 29 of the Railway Act as amended, for rescission of Order of the Board No. 27461, dated July 22nd, 1918, granting an application of Plunkett & Savage, Calgary, Alberta, regarding heating charges on bananas from Minneapolis to Calgary, the said order having been suspended pending hearing and further Order of the Board, by Order No. 27886, dated November 25th, 1918. (File No. 18855.18.)

9. Consideration of proposed advanced Local Switching Charges by Railway Companies. (File No. 21700.2.)

10. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and

others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

11. Application of the Calgary Poultry & Pet Stock Association of Calgary, Alta., for reduced express rates on pure-bred poultry to and from poultry shows. (File No. 4214.46.)

12. Application of the Express Traffic Association of Canada for increase in rates. (File No. 29040.)

Meeting at the Court House, Edmonton, Alta., Wednesday, February 26, at ten o'clock in the forenoon.

The list of cases for hearing will be:—

1. Complaint of S. E. Hayward, of Busby, Alta., re lack of heat and light in the station at Busby, Alta., on the line of the Edmonton, Dunvegan and British Columbia Electric Railway. (File No. 4205.155.)

2. Application of Eugène Gravel, et al, for better station and shipping facilities at Donnelly, Alta., on line of E.D. & B.C. Ry. (File No. 27262.)

3. Consideration of the question of constructing subways under the C.N.R. at 101st st. (old First st.), 96th st. (old Kinistino ave.); 82nd st. (old Kincaid st.); and also at 124th st. (old 24th st.), and the erection of an overhead bridge over the C.N.R. yards and tracks, continuing either 107th, 108th, or 109th streets south of the tracks. (File No. 16839.)

4. Consideration of proposed advanced Local Switching Charges by Railway Companies. (File No. 21700.2.)

5. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

6. Application of the Express Traffic Association of Canada for increase in rates. (File No. 29040.)

Meeting at the City hall, Saskatoon, Sask., Friday, February 28, at two o'clock in the afternoon.

The list of cases for hearing will be:

1. Application of the Canadian Northern Railway Company under Sections 222 and 237 of the Railway Act, for authority to construct and operate extension of spur line along the lane in Block 2, Plan G3993, North Battleford, to serve A. Stanley Jones' warehouse. (File No. 22371.1.)

2. Application of the Board of Trade of Metiskow, Alta., for an order requiring the Canadian Pacific Railway Company to provide new station building at Metiskow; and also to provide better accommodation for shipping live stock from that point. (File No. 17801.)

3. Consideration of proposed advanced local switching charges by railway companies. (File No. 21700.2.)

4. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

5. Application of the Express Traffic Association of Canada for increase in rates. (File No. 29040.)

Meeting at the City hall, Regina, Sask., Saturday, March 1, at ten o'clock in the forenoon.

The list of cases for hearing will be:

1. Application of Rural Municipality of Waldeck No. 166, Sask., for an order requiring the C.P.R. Co. to construct an overhead bridge over its tracks between Sections 32 and 33-16-11, W. 3 M., and that a railing be erected on the grade leading to the approach of the present crossing. (File No. 9437.1282.)

2. Complaint of Blenfait Commer-

cial Co., Ltd., against the rates on coal charged by the C.P. Ry. to various points in Manitoba. (File No. 27425.12.)

3. Complaint of the Weyburn Grocery Co., Ltd., Weyburn, Sask., that the C.P. Ry. refuse to make the minimum on l.c.l. shipments in heated cars less than 12,000 pounds. (File No. 18855.38.)

4. Complaint of Rural Municipality of Piapot No. 110, re Canadian Pacific Railway Company crossing. (File No. 22611.)

5. Complaint of Council of Rural Municipality of Norton, No. 69, against Order of the Board No. 25763, dated December 22nd, 1916, granting the C.N.Ry. Co. authority to construct an angle crossing between Sections 11 and 14-8-19, W. 2 M., near Forward Station. (File No. 14134.50.)

6. Application of the Saskatchewan Stock Growers' Association, Moosejaw, Sask., for a transfer track between the C.N.R. Co. and the C.P.R. Co. at Conquest, Sask. (File No. 21175.)

7. Complaint of Lloyd Fruit Co. and the Board of Trade of Regina, Sask., against the provision in the railway companies' tariffs covering heated cars that the carrier does not accept liability in respect of the efficiency of the heated service. (File No. 23540.11.)

8. Consideration of proposed advanced local switching charges by railway companies. (File No. 21700.2.)

9. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

10. Application of the Express Traffic Association of Canada for increase in rates. (File No. 29040.)

11. Complaint of Wm. Penny, of Balcarres, Sask., against rate of 23 cents charged on grain and grain products from Balcarres to head of lakes. (File No. 17112.10.)

## MEETINGS AT WINNIPEG.

Meeting at the City Hall, Winnipeg, Man., Monday, March 3, at ten o'clock in the forenoon.

The list of cases for hearing will be:

1. Application residents of Arran, Sask., and vicinity, for an order requiring the Canadian Northern Railway Company to provide a suitable station house or depot with proper accommodation and that the platform be lengthened in order that freight and express may be unloaded without obstructing access to cars. (File No. 24325.)

2. Application Rural Municipality of Stuartburn, Vita, Man., for an order directing the Canadian Northern Railway Company to appoint a station agent at Vita. (File No. 4205.121.)

3. Complaint of the Rural Municipality of Rockwood, Man., against the refusal of the Canadian Pacific Railway Company to open up a crossing at Lottie st., Gunton, Man. (File No. 2005.9.)

4. Complaint of G. Grimson, Landdon, N.D., against the rate charged by the Canadian Pacific Railway on grain, carloads, from Windygates and Mowbray to Minneapolis and Duluth. (File No. 28678.11.)

5. Complaint of the Kenora Board of Trade against increased rates on wooden boxes proposed in Supplement No. 12 to Canadian Freight Classification. (File No. 19367.87.)

6. Application of the Canadian Pacific Railway Company, under Section 29 of the Railway Act as amended, for rescission of Order of the Board No. 27458, dated July 22nd, 1918, granting an application of The Vipond Fruit Company, of Winnipeg, Man., regarding heating charges on bananas from Minneapolis to Winnipeg, the said order having been suspended, pending hearing and further Order of the Board, by Order No. 27887, dated November 25th, 1918. (File No. 23540.8.)

7. Complaint of the Freeland Steel Tank Co. of Halbrite, Sask., that the Canadian Pacific Railway Company refuse to apply the Regina rate on bar steel, carloads, from Minneapolis

to Halbrite. (File No. 26963.22.)

8. Application of the Canadian Pacific Railway Company for an order requiring the John Arbuthnot Company, Limited, of Winnipeg, Man., to execute standard form of siding agreement in respect of the siding constructed by them into the Arbuthnot Company's premises in the City of Winnipeg, Man. (Case No. 3306.)

9. (1) Complaint of the City of Winnipeg against the Canadian Pacific Railway Company that the spur tracks across Higgins avenue are very badly maintained;

(2) Application of the City of Winnipeg for an order authorizing the City Engineer to have and fix the crossings in such a way as will make them conform to the road;

(3) Complaint of the City of Winnipeg that the travelling public who use the Winnipeg Electric Railway on Higgins avenue are subject to over 2,500 car stops a day, and that the responsibility for this class of operation be put upon the Canadian Pacific Railway Company. (File No. 6088.5.)

10. Application of the Grand Trunk Pacific Railway Company for supplementary order dealing with the question of maintenance and the apportionment of maintenance charges in the matter of transfer track between Grand Trunk Pacific Railway and the Canadian Pacific Railway at Forest, Man. (File No. 6713.125.)

11. Consideration of proposed advanced Local Switching Charges by Railway Companies. (File No. 21700.2.)

12. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

13. Application of the Express Traffic Association of Canada for increase in rates. (File No. 29040.)

14. Application of Grain Claims Bureau, Ltd., Winnipeg, Man., on behalf of Grain Shippers in Western Canada, for an order requiring railways to show the depth in inches on grain loaded in cars, or for Agents to certify on Bills of Lading the same information when noted on Bills of Lading by shipper. (File No. 20070.)

Meeting at the City hall, Fort William, Ont., Wednesday, March 5, at ten o'clock in the forenoon.

The list of cases for hearing will be:

1. Application of Messrs. Alf. Cooper & Co., Fort William, Ont., for an order directing that Neebing Siding, on the Canadian Pacific railway, be put in operation again and placed on the tariff list. (File No. 28816.)

2. Complaint of the Merchants Grain Co., Ltd., Fort William, Ont., that they were charged an advance of 2 cents per 100 pounds on grain from Fort William by reason of embargoes placed by the C.P.R. Co., which prevented their shipping prior to March 15th, on which date advance rates took effect. (File No. 28900.)

3. Consideration of proposed advanced local switching charges by railway companies. (File No. 21700.2.)

4. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

5. Application of the Express Traffic Association of Canada for increase in rates. (File No. 29040.)

Meeting at the Court House, Sudbury, Ont., Friday, March 7, at ten o'clock in the forenoon.

The list of cases for hearing will be:

1. Consideration of proposed advanced local switching charges by railway companies. (File No. 21700.2.)

2. Complaint of the Winnipeg Board of Trade, Western Canada Flour Mills, Winnipeg, Man., and others against the proposed increase in the stop-off charge on grain for storage, milling, cleaning, etc. (File No. 26575.)

3. Application of the Express Traffic Association of Canada for increase in rates. (File No. 29040.)

## JUDGMENTS ARE RENDERED IN APPEAL CASES

List of Appeals in Which Judgments Were Given in Supreme Court at Ottawa.

### QUEBEC CASE HEARING

In the Supreme Court on the morning of February 4 judgments were rendered in the following appeals:—

#### ONTARIO.

O'Brien v. Baldwin. Appeal allowed with costs throughout and judgment of the trial judge restored. Idington and Anglin JJ. dissenting.

U.S. Playing Cards v. Hurst. Appeal is allowed and the judgment in appeal varied to the extent indicated in the reasons for judgment of Mr. Justice Anglin. Costs of the appeal to this court allowed and the cross-appeal dismissed with costs. Idington J. dissenting.

Dominion Chain Co. v. McKinnon Chain Co. (Ex.) Appeal dismissed with costs. Mignault J. dissenting.

C.P.R. v. Department of Public Works. Appeal dismissed with costs and the question asked in the case submitted answered in the affirmative. Brodeur and Mignault JJ. dissenting.

Gilbert Bros. Engineering Co. v. The King. Appeal dismissed with costs.

Clarkson v. Dominion Bank. Proposed memorandum before judgment is delivered in this case: In this appeal standing for judgment, with respect to the advances made and securities taken for those advances by the bank subsequent to the 25th March, 1914, the day of the filing of the petition for the winding up of the insolvent Thomas Bros., Limited, no argument was made at the bar as to the validity or otherwise of these securities or as to the accountability of the bank for the sales of the goods covered thereby or any of them. If, therefore, either of the parties desires to be heard with reference to these questions he may apply to the court within ten days for a hearing.

#### QUEBEC.

Duchaine v. Metamajaw Salmon Club. Appeal allowed, to the extent indicated in the reasons for judgment stated by Mr. Justice Mignault, with costs as therein stated. Idington and Cassels JJ. dissenting.

Weiss v. Silverman. Appeal allowed as to all rights and interests of the respondent Silverman in question in this action without preference to the rights of the transferees the mis-en-cause, if any, under the judgment of the Superior Court, and to whatever rights against them the appellant may have, if any. Costs throughout to the appellant against the respondent Silverman.

#### MARITIME PROVINCES.

Smith v. Provincial Treasurer of Nova Scotia. Appeal dismissed with costs.

Robinson et al v. Simpson et al. Appeal dismissed with costs. Idington J. dissenting.

#### MANITOBA.

Partridge v. Winnipeg Investment Co., Ltd., & Investors, Ltd. Appeal allowed. Judgment to be entered against the Winnipeg Investment Co. for \$1,260 and interest thereon from 27th November, 1913, with costs throughout against that company, and the action against the Investors Company dismissed without costs. The Chief Justice and Duff J. dissenting.

#### ALBERTA.

Alberta Rolling Mills v. Christie. Appeal allowed with costs in this court and in the Appellate Division and the judgment of the trial judge restored. Idington J. dissenting.

The first case called was a Quebec appeal, Bélanger v. The King. Before argument the court rendered judgment, ordering a new trial.

## CANADA'S TOTAL AREA IS COMPUTED AT 3,729,665 sq. m.

The total area of the Dominion of Canada, including land and water (with the exception of tidal waters), is computed to be 3,729,665 square miles, or 2,386,985,600 acres distributed by provinces and territories as shown in the table given below, which is taken from Part I, Agricultural Statistics, 1917, of the Census of Industry series, compiled by the

Dominion Bureau of Statistics. Of the area included in the table, 109,777,085 acres were, according to the Census of 1911, in actual occupation, while of the area occupied 48,503,660 acres were improved, and 61,273,425 acres were unimproved land. Of the improved area occupied, viz, 48,503,660 acres, 30,566,186 acres were under field crops in 1910.

Provinces.	Land.	Water.	Total Land and Water.
	Acres.	Acres.	Acres.
Prince Edward Island.....	1,397,760	.....	1,397,760
Nova Scotia.....	13,483,520	230,400	13,713,920
New Brunswick.....	17,863,040	47,360	17,910,400
Quebec.....	442,153,600	10,220,160	452,373,760
Ontario.....	234,163,200	26,484,480	260,647,680
Manitoba.....	148,432,640	12,739,840	161,172,480
Saskatchewan.....	155,764,480	5,323,520	161,088,000
Alberta.....	161,872,000	1,510,400	163,382,400
British Columbia.....	226,186,240	1,560,960	227,747,200
Yukon.....	132,113,280	415,360	132,528,640
Northwest Territories.....	773,072,640	21,950,720	795,023,360
Total.....	2,306,502,400	80,483,200	2,386,985,600

Argument was then heard in the appeals of The Great West Saddlery Co. v. Davidson, The Great West Saddlery Co. v. The King, John Deere Plough Co. v. The King, and The A. Macdonald Co. v. Harmer. The principal question in these appeals is whether the three companies appellant, which are companies incorporated by letters patent under the General Companies Act of the Dominion, are liable to the penalties prescribed by the Companies Act of Saskatchewan and Manitoba if they carry on business in these two provinces without registration or without license as prescribed by the provincial statutes.

Wenegast for the appellants; C. C. Robinson for the Dominion of Canada; Chrysler K.C. for Manitoba and Saskatchewan; Nesbitt K.C. and Barton for Ontario, and Davis for respondents Davidson and Harmer.

Judgment was reserved.

In the Supreme Court on February 7 the appeal of Isitt v. Grand Trunk Pacific Railway was heard. It is an appeal from the Court of Appeal for British Columbia dismissing, on an equal division, an appeal from the judgment of the trial judge. The action has been brought for damages by the appellant against the respondent for trespass and the removal from lands of the appellant of a quantity of gravel used by the respondent in the construction of its line of railway. The trial judge gave judgment in favour of the appellant for \$755.30. After argument, judgment was rendered dismissing the appeal with costs.

Argument then proceeds in the appeal of Godson v. Burns. It is an appeal from the Court of Appeal of British Columbia affirming the judgment of the trial judge and maintaining the respondent's action for \$15,000. The action was brought by a lessee, the respondent, against its lessor, the appellant, to recover the sum of \$15,000, being a portion of the moneys expended by the lessee for alterations and additions to the demised premises, which sum, under the terms of the lease, was made payable to the lessee in the event of a renewed term not being granted by the lessor. The renewed term was not granted.

W. N. Tilley, K.C., for the appellant.  
A. H. Clarke, K.C., for the respondent.

### Root and Fodder Crops.

The area in Canada under root and fodder crops, consisting of potatoes, turnips, etc., hay and clover, alfalfa fodder, corn, and sugar beets amounted to 9,590,568 acres, in 1917, as compared with 8,843,496 acres in 1916, all crops excepting sugar beets sharing in the increase, according to figures compiled by the Dominion Bureau of Statistics.

## URGES DEVELOPMENT OF MAPLE SUGAR INDUSTRY

One of Natural Resources Which Canada Has Not Made Most of.

Canada's hope of after-war financial salvation lies in the development of her natural resources. In calling attention to this fact, Chairman H. B. Thomson of the Canada Food Board urges that the greatest possible development of the sugar maple trees of Eastern Canada be undertaken this spring. "Every dollar's worth of Canadian maple sugar and syrup produced is a dollar saved for Canada," said Mr. Thomson.

Those who have made a business of maple sugar and maple syrup say that only 52 per cent of the trees in the average sugar bush under operation are tapped and that without additional equipment, save extra pails, it would be possible to increase the production greatly if those already accustomed to tapping some of their trees would tap more. In addition to this possibility for expansion is the opportunity presented by many farms which have sugar maple groves which are not tapped at all, or, if a few trees are tapped, the small quantity of sugar and syrup produced suffices only for the use of the family on the farm.

A Montreal dealer recently sent out a questionnaire to a large number of maple sugar producers asking questions as to the amount produced, number of trees, and total receipts in money. The answers varied very considerably, but one man, with 75 acres of bush, realized \$1,500 last year for about three weeks' work.

The average healthy maple tree was supposed to produce 60 cents' worth of sap in the season at prices pertaining before the war. It should be twice that much now. It will do no harm for farmers to experiment this season and see how many trees they could tap, for sugar and syrup will pay.

### Highest Potato Yield.

As given in 1917 Agricultural Statistics, compiled by the Dominion Bureau of Statistics, by provinces the potato yield in that year was highest in Prince Edward Island and Nova Scotia, 175 bushels per acre, the remaining provinces being in order of yield in bushels per acre as follows: British Columbia, 166'55; Alberta, 151'46; New Brunswick, 149'80; Ontario, 133'67; Saskatchewan, 133; Manitoba, 106; Quebec, 80.

## TO DISCUSS MEANS OF PRESERVING GAME

Representative Meeting of Section of Commission of Conservation will be Held.

Under the auspices of the Commission of Conservation, a national conference on game and wild life protection in Canada will be held at the offices of the Commission in Ottawa on Tuesday and Wednesday, February 18 and 19. At this conference, which is to be attended by the chief officials of the Dominion and Provincial Governments in charge of game and wild life protection, a number of important questions of mutual concern will be discussed with a view to securing greater co-operation in putting into effect measures for the successful conservation of game and fur-bearing animals and wild life generally.

The leading sportsmen and game associations have been invited to send representatives, and the railroad companies, to whom the question of game protection is of considerable interest, will be represented.

The international aspect of game protection will be brought to the fore by the presence of such prominent Americans as Dr. E. W. Nelson, chief of the United States Bureau of Biological Survey; Dr. W. T. Hornaday, director of the New York Zoological Society; and John B. Burnham, president of the American Game Protective Association.

The meetings are being held under the joint direction of the Fish, Bird, and Game Committee of the Commission of Conservation and the Advisory Board of Wild Life Protection, of which Mr. James is chairman and Dr. C. Gordon Hewitt secretary.

## RESUMPTION OF POSTAL SERVICE IN WAR ZONES

The following information has been received by the Post Office Department in regard to postal services which were interrupted on account of war conditions:—

Unregistered and registered letters and postcards of a personal and domestic character, but not other classes of correspondence, may be forwarded to Luxemburg. The parcel post service is still suspended.

The restrictions confining letters and postcards addressed to destinations in Syria, Mesopotamia, and Palestine under Allied occupation to a private or domestic nature have been withdrawn, and all letter mails, including printed matter, may now be forwarded.

In addition to mail addressed to destinations in Syria, Mesopotamia, and Palestine under Allied occupation, unregistered letters and postcards of a purely personal and domestic character may be sent to portions of Turkey in Asia not under Allied occupation, and also to Turkey in Europe. However, no guarantee of delivery can be given for mail addressed to this territory. The parcel post system to all destinations in Turkey in Europe and Turkey in Asia is still suspended.

## SHIPMENTS FROM COAL MINES DURING WEEK

Shipments from western coal mines during the week ending February 1 and men employed were, according to figures supplied by the Winnipeg office of the Department of Immigration and Colonization:—

	1919.	1918.	1919.	1918.
	Tons.	Tons.	Men.	Men.
Bienfait mines	3,786	4,613	152	180
Other mines				
West....	52,076	66,811	3,370	4,375

W. S. Stamps pay 4½% compounded half-yearly.

## Canadian Official Record.

Published Weekly by the Director  
of Public Information.

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Copies of the CANADIAN OFFICIAL RECORD will be mailed free of charge to members of Parliament, members of the Provincial Legislatures, members of the Judiciary, daily and weekly newspapers, army officers, mayors and postmasters of cities and towns, and to all public officials and institutions who are in a position to disseminate official news.

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One year . . . . . \$2.00  
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Cheques, money orders and drafts should be made payable to the CANADIAN OFFICIAL RECORD.

### EXTRACT FROM ORDER IN COUNCIL No. 2206.

"The Committee of the Privy Council further observes that as this war is being waged by a whole people of Canada, it is desirable that the whole people should be kept as fully informed as possible as to the acts of the Government which are concerned with the conduct of the war, as well as with the solution of our domestic problems; and for this purpose an Official Record should be instituted to be issued weekly for the purpose of conveying information as to all Government measures in connection with the war and as to the national war activities generally."

## CANADIAN APPOINTED TO BRITISH BOARD

### Mr. Lloyd Harris to Represent Canada on Committee of Commercial Intelligence.

Mr. Lloyd Harris, Chairman of the Canadian Trade Mission in London, has been appointed a member of the Advisory Committee on Commercial Intelligence (British) on the recommendation of the Acting Secretary of State for External Affairs by an Order in Council passed on January 30, as follows:—

The Committee of the Privy Council have had before them a report, dated 28th January, 1919, from the Acting Secretary of State for External Affairs, submitting that he has had under consideration a despatch from the Right Honourable the Secretary of State for the Colonies, dated 26th of August, 1918, Dominion No. 462, respecting the appointment of an Advisory Council to assist the Department of Commerce and Industry.

The Minister recommends, with the concurrence of the Acting Minister of Trade and Commerce, that Mr. Lloyd Harris, the Chairman of the Canadian Trade Mission in London, be appointed a member of the Advisory Committee on Commercial Intelligence.

The Committee concurring in the above recommendation, advise that Your Excellency may be pleased to forward a copy hereof to the Right Honourable the Secretary of State for the Colonies for his information.

All which is respectfully submitted for approval.

RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

### Bounty to Fishermen.

Under the authority of "An Act to encourage the development of the Sea Fisheries and the building of Fishing Vessels," the sum of \$160,000 is paid annually to fishermen of the eastern Maritime Provinces. The bounty is distributed under regulations made from time to time by the Governor in Council. It is stated in the "Fisheries Statistics" issued by the Dominion Bureau of Statistics.

Take some of your change in  
Thrift Stamps.

## LIVESTOCK AND MINING NEWS OF CANADA'S WEST

*Mild Weather on Prairie has  
Been Ideal for Stock—  
Cattle Breeders ask Removal  
of British Embargo.*

### BOUNDARY ORE RECORD

The office of the Commissioner of Immigration and Colonization at Winnipeg reports:—

The weather conditions on the prairie are mild and ideal for cattle on ranges. So far this winter it has not been necessary for ranchers to provide feed and stock is in excellent condition.

The following livestock were shipped to the United States during week:—

	Cattle.	Hogs.
	1919.	1918.
Emerson . . . . .	2,266	.. ..
North Portal . . . . .	87 1,151	90 221

During the week a St. Paul firm purchased 315 head of two-year-old steers at Camrose stockyards, the largest deal yet reported from that point. Three carloads of beef cattle forwarded from Vernon, B.C., to Vancouver realized \$9,500. The shipment consisted of 44 head 3 and 4-year-old steers. The average price was \$170.25, with average weight 1,370 pounds, and 18 cows, average price \$110, with average weight 1,260 pounds.

At the Sixth annual meeting of the Western Canada Livestock Union, a strong resolution was passed urging the Dominion Minister of Agriculture to use every endeavour to secure a removal of the embargo against Canadian cattle entering Great Britain, which has existed for 27 years.

Several farmers in the vicinity of Otterburne, Emerson Sub. are going in for sheep raising. A shipment of 50 sheep for breeding purposes was received during the week.

### MINING NEWS OF WEST.

The following are boundary ore shipments for the week ending January 27:—

	1919.	1918.
Sullivan . . . . .	3,850	1,616
Ainsworth . . . . .	160	150
Nelson . . . . .	80	.. ..
Slocan . . . . .	306	274
Roseland . . . . .	1,085	1,450
Grand Forks . . . . .	3,814	4,731
Greenwood . . . . .	.. ..	3,883

Received Tadanac smelter during week, 8,568 tons, last year 2,151 tons. Granby, 8,868 tons, last year 17,099 tons.

The 1919 program of Consolidated Mining and Smelting Co., of Trail, calls for expenditure of \$1,500,000 for improvements. This includes a new line that will be built into Princeton to supply power to the company's mines in that district. \$325,000 will be spent in improving and enlarging copper refinery and installing rod mill, which will increase capacity of copper refinery to more than 50 tons daily.

Total of 313,422 tons ore received at Trail smelter during 1918.

Granby smelter blowing in another furnace, making four in operation.

A blast furnace designed to smelt magnetite ore into pig iron was tried out in British Columbia recently and with some improvements it is anticipated the furnace will be a success.

Commercial possibility of electric smelting of iron ores in the province of British Columbia is reported on favourably in a memorandum compiled by the professor of metallurgy at McGill University, which has been submitted to the Provincial Minister of Mines.

Machinery for drilling of mines in Highland Valley in the vicinity of Ashcroft, which is being done by the Government now being installed.

It is announced that Canadian Collieries plan to open up new mines on Vancouver Island and generally extend the company's operations.

During year 1918 British Columbia mines produced 2,573,139 long tons of coal, an increase of 174,424 long tons over the production of previous year.

During the year 1918, value of copper ore shipped from Mandy mine, The Pas, totalled \$925,560, compared with \$274,560 last year. About 15,000 tons will be shipped out this year, 50 per cent more than in 1917 and 1918 combined.

A strike of gold-bearing quartz of great richness is imported from Knee Lake district on the old Hudson Bay trail from Winnipeg to York Factory. An English syndicate is reported to have staked a number of claims.

### FOREST PRODUCTS.

During the week 388 cars of lumber were shipped from various British Columbia mills; last year 405 cars.

With the continuation of the present mild weather it is expected that logging and shingle camps in British Columbia will resume operations in a short time. Most of the sawmills and shingle mills are closed down at the present time for the annual overhaul of machinery.

### IMPROVE COAST LIGHTING.

In anticipation of development of ocean traffic out of Prince Rupert, the Dominion Government is taking steps to improve lighting facilities on the coast contiguous to that port. It is announced the Government proposes to go ahead with the construction of a new lighthouse on Triple Island, Dixon's Entrance.

## SCHEMES FOR CHANGING AIR IN DWELLINGS

### Health Bulletin Has Been Issued by Commission of Conservation.

Various schemes for changing the air in dwelling houses so as to maintain its freshness and even distribution, while the house air is kept at the right temperature, are explained and illustrated by diagrams in a bulletin entitled "Tuberculosis: A Disease of Insanitary Living," prepared by P. H. Bryce, M.A., M.D., Chief Medical Officer, and issued by the Commission of Conservation.

Great good, the bulletin states, will result from the education of the community at large as to the real meaning of fresh air in living houses and living apartments. Various aspects of sanitary living are dealt with in the bulletin under the heads of "Contamination of Air," "Standards of Air Space in Rooms," and "Constituents of Air." The main topic of the bulletin is under the head of "Proposed Schemes for Supplying Fresh Warm Air to Rooms."

## INTERNED ALIENS AND DEPORTATION

### Lack of Shipping Facilities at Present Delays Their Return to Europe.

With respect to the question of aliens in Canada, the following information has been officially obtained:—

(1) There are at present in various internment camps throughout the Dominion about 2,200 interned prisoners, of whom 1,700 are Germans, the remainder being of Austrian and other enemy nationalities. Of the 1,700 Germans, 800 were transferred from the West Indies and are held at the request of His Majesty's Government. The Government has been advised by Great Britain that repatriation is now possible of a number not exceeding one hundred adult enemy aliens from the Dominion. An Order in Council has been passed providing for the deportation of all enemy interned prisoners who may be regarded as dangerous or undesirable, and this order is now being carried out, subject, of course, to the limitations necessarily imposed by the shortage of shipping and restrictions by enemy nations upon repatriation. Inquiry is also being made of His Majesty's Government for the purpose of obtaining directions as to what disposition they wish to be made of the 800 Germans who were transferred from the West Indies.

(2) There is a larger number of aliens employed industrially in Canada, principally in the larger centres. Of these, many thousands are anxious to return to European countries and are willing to pay their passage if permitted to go. Lack of shipping facilities and passports alone prevent a general exodus of these aliens. The Government has taken up with the Canadian ministers abroad the question of transportation for this purpose and also as to whether, pending the official ending of the war, enemy and friendly aliens can be admitted to their respective countries.

(3) Communication has been made to Sir Robert Borden as to the advisability or necessity of providing for a stipulation in the terms of peace which would permit deportation of enemy aliens after the declaration of peace and any necessary immigration laws against admission of aliens of enemy nationality into Canada. It may prove impracticable for the reasons mentioned to complete the repatriation of those now interned before the conclusion of peace, and there may be European prohibition of immigration after the war.

The whole question relating to aliens has been receiving the most careful attention on the part of the Government. It is manifestly a most difficult one to deal with in the present unsettled state of international affairs, with the peace conference still engaged in its deliberations, and the shortage of shipping and prohibition against entry into European belligerent countries.

## PERMIT SYSTEM ON GOODS FOR BELGIUM

### Regulation Has Ended in Regard to Certain List of Articles.

An official cable from Brussels to the Belgian Consul General just to hand announces that the permit system for imports to Belgium has come to an end, except as far as the following articles are concerned:—

Sugar, breadstuffs, malt, barley, oats, tobacco (raw and manufactured), wines and liquors, the importation of which continues as before, being subject to the permit system.

# BOUNDARY OF CANADA AND THE UNITED STATES

## FIELD WORK OF LINE IS PRACTICALLY COMPLETED

### First Stage of Immense Task is Well Advanced and Thousands of Boundary Marks Have Been Placed by Surveys.

The progress made in the work of locating the 4,150 miles of the International Boundary Line, jointly under the direction of one United States and one British Commissioner, by American and Canadian survey parties, is shown in the following summary of the work of the International Boundary Commissions issued by the Department of the Interior.

It will be seen from the summary that the field work of the undertaking is practically completed and that there remains to be done only the erections of certain range marks, the setting of certain monuments, and other work. The difficulties that had to be overcome in the field, and the extent of the topographical surveys for the purpose of complying with the requirements of the treaty as to mapping, etc., and of the other necessary work, are indicated in the summary.

As shown, the boundary line begins at the Arctic ocean and runs 1,500 miles south. It commences again at the Straits of Fuca, and thence 3,900 miles from the Pacific to the Atlantic coast, 2,230 miles of which are water. The summary is as follows:—

**Authorization:**

Alaskan Coast Boundary; Convention of 1903.

Boundary from the Arctic ocean to Mount St. Elias; Convention of 1906.

Atlantic to Pacific ocean; Treaty of 1908, Articles I to III and V to VIII.

**Requirements of Treaties or Conventions.**

1. That the land boundary shall be marked by durable monuments at frequent intervals; that the water boundary shall be referenced by durable monuments on the shore at frequent intervals.

2. That the boundary line shall be drawn by the Commissioners on accurate, modern maps.

3. That a joint report describing the boundary line, monuments, and operations shall be submitted at the close of the work.

"As there were no maps of sufficient accuracy in existence for the laying down of the boundary line, it was necessary to make them, which involved extending a belt of triangulation along the boundary line for determining the geographic positions of the monuments and controlling the topographic work; running of levels for the determination of elevations; and accurately mapping a belt extending from one-half to two miles on either side of the boundary line for its entire length. And it was also necessary in places to make soundings in the water areas traversed by the boundary line.

**LENGTH OF BOUNDARY LINE.**

"The boundary line between the United States and Canada starts at the Arctic ocean and runs due south 645 miles to Mount St. Elias, then parallels the coast a short distance inland and through the Portland canal for a distance of 862 miles; and beginning again at the entrance of the Straits of Fuca extends 3,900 miles across the continent to the mouth of the Passamaquoddy bay on the Atlantic shore. Of the 1,500 miles of the Alaskan boundary, 180 miles are water; and of the

3,900 miles from the Pacific to the Atlantic ocean, 2,100 miles are water. The portion of the boundary through the St. Lawrence river and the Great Lakes, 1,250 miles in length, was located by the International Joint Commission under Article IV of the Treaty of 1908 during 1908 to 1914. Therefore, the present International Boundary Commissions were charged with the location of 4,150 miles of the boundary line.

**CONDITION OF WORK JAN. 1, 1919.**

"The field work of the location of the 4,150 miles of boundary, the location of which was entrusted to these commissions, namely, from the Arctic ocean to Mount St. Elias and thence to Cape Muzon, and from the Pacific to the Atlantic ocean excepting through the Great Lakes and the St. Lawrence river, is practically completed, there remaining to be done during the coming field season only:—

"The erection of some range marks in Passamaquoddy bay;

"The setting of some monuments for a short distance on the St. Croix river;

"The examination of part of the located boundary line east of the summit of the Rocky Mountains by United States parties;

"And the survey of 16 miles of boundary line along the Maine Highlands by Canadian parties.

"The work has been done jointly under the direction of one United States and one British commissioner by United States and Canadian survey parties, and one-half of the expense has been borne by each Government.

"On the land portion of the boundary 2,550 metal monuments from three to five feet high, set in concrete foundations, at intervals of from one-half to three miles apart, have been erected, and vista cut along the line; 1,647 metal or concrete marks have been erected on the shores to reference the water boundary, and 3,000 tile marks have been set along the Maine Highlands between the large monuments. A total of 7,215 boundary marks have been set on the 4,150 miles of boundary line located, all of which were set in concrete foundations or in solid rock.

"The geographic positions; that is, the latitude and longitude of each of these marks have been accurately determined and the positions of 8,000 triangulation stations have been marked and determined. Approximately 2,000 miles of levels have been run for the determination of the elevations of the marks and the control of the topography, and accurate topographic maps of the belt of country extending from one-half to two miles on either side of the boundary line have been made; that is, 5,000 square miles of territory have been mapped on each side of the boundary.

"Although the field work of the commissions is practically completed, there necessarily remains much office work to be done in the computation of the triangulation and the preparation of the boundary maps and reports required by the treaty. Before the maps can be published the final computation of the triangulation must be made. Up to the present time the final positions of 3,500 points have been computed and there yet remain to be computed the geographic positions of approximately 9,000 points; in addition to which the geographic positions of 1,500 turning points in the water boundary must be computed.

**MATERIALS AND TRANSPORTATION.**

"The monuments, reference marks, tile, and cement for the monument foundations weighed 700 tons, all of which had

to be transported in the field from the nearest railroad station or boat landing from 1 to 300 miles to the monument sites, by canoes, wagons, or pack-trains, and occasionally part of the distance by men. Three thousand tons of sand also had to be transported from 1 to 10 miles for use in the construction of the monument foundations.

"In addition to the above, the instruments, camp equipment, food for members of the parties, and feed for the animals had also to be transported long distances.

"As the treaty requires that the boundary line shall be drawn on accurate, modern maps, it will require 295 maps, approximately 24 inches by 36 inches each, for the laying down of the boundary line. Of these maps, 60 sheets have been prepared, engraved, printed and signed; 20 others have been engraved; 190 are ready for engraving as soon as the triangulation is finally computed; and 25 others are yet to be drawn.

**REPORTS ARE VALUABLE.**

"Of the seven joint reports required by the treaties or conventions, one report, that of the establishment of the boundary line from the Arctic ocean to Mount St. Elias, is now in press, and considerable work has been done on the preparation of the remaining six.

"The maps and reports of the commissions will be of great value to other bureaus of the Government, as they furnish a belt of accurate topography extending along the whole boundary line between the United States and Canada, which will furnish a base for the extension of additional surveys. The triangulation executed will furnish a base for the extension of triangulation in the future, and the elevations of the bench marks for the extension of future levels. This information is already being made use of, and advance information is frequently called for and furnished to other branches of the Government.

"To complete the work required by the treaties and conventions, that is the final computation of the triangulation, the preparation and printing of the reports, the preparation, engraving, and printing of the maps, will probably take from five to seven years."

**Public Works Expenditure.**

As shown by the report of the Minister of Public Works for the year ended March 31, 1917, the appropriations granted by Parliament to the Department in the year war was declared, amounted to \$47,154,196.60. The Parliamentary grant was reduced in 1915-16 to \$34,599,183.99; in 1916-17, to \$30,823,281.99, and in 1917-18, to \$20,822,663.75, or considerably less than one-half the sum voted only three years before.

**Cost of Dredging.**

The Department of Public Works expended during the fiscal year 1917 for dredging \$2,410,413.24, a decrease of \$1,465,300.97 from the expenditure of the preceding year for dredging, according to the report of the Minister of Public Works for the year ended March 31, 1917.

## ANNUAL REPORT ON WORK OF GEODETIC SURVEY IS ISSUED

*Amount of Precise Levelling by Provinces is Shown with Ontario in the Lead and Quebec Second.*

### USEFUL TOPOGRAPHICAL DATA

The annual report of the Superintendent of the Geodetic Survey of Canada for the fiscal year ending March 31, 1918, which has recently been issued by the Department of the Interior, shows that the number of miles of precise levelling since the inception of the work in 1906 up to and including the 1917 operations is distributed among the provinces as follows:—

Province	Miles.
Ontario	3,282
Quebec	1,437
British Columbia	1,385
Alberta	1,185
Saskatchewan	928
New Brunswick	864
Nova Scotia	705
Manitoba	684
Minnesota	89

This amounts to a mileage of 10,559, and is exclusive of 491 miles of precise levelling in the Yukon in connection with the International Boundary surveys.

The total number of standard benchmarks established since the beginning of the survey is 3,041, which number does not include those bench-marks of other organizations whose elevations have been determined by the Geodetic Survey, as shown in the report.

Very important topographic work carried on by the survey, observations and reconnaissance surveys carried on with a view to extending the triangulation system, base lines measured, and other work of great commercial and economic value is reviewed in the report. It is explained that the Geodetic Survey of Canada is the outcome of a realization of the necessity and economic value of a geodetic survey in laying the foundations for topographic and hydrographic surveys and to co-ordinate the results of older surveys, and also for obtaining the geographical position of points scattered over the country, together with its coast-lines and large waterways. Such a survey, it is stated, is the foundation of the work of producing accurate maps of the country.

**Maple Trees Yield.**

A matured maple tree releases about twelve gallons of sap, 3 per cent of which is sugar. The average tree will yield over 60 cents in sugar or syrup, and will continue to do so for 125 years. —Canada Food Board.

**Back the W.S.S. campaign.**

## SHOWS FOODSTUFF WHICH CANADA SENT TO EUROPE

The following table of exports from Canada for three typical periods, one pre-war and two war periods, show how the value of exports increased. They are taken from the report of the Canada Food Board.

Article.	1913.	1916.	9 months, April-Dec., 1918.
Butter	\$ 828,323	\$ 3,441,183	\$ 9,844,721
Cheese	155,216,392	168,961,583	148,732,418
Lard	46,638	24,998	136,727
Bacon	36,212,190	144,918,867	64,402,615
Beef	1,570,979	47,422,564	103,411,057
Canned meats	254,937	11,031,893	8,103,129
Ham	2,476,654	8,732,857	1,792,548
Pork	521,533	13,142,196	35,408,276
Milk and cream (canned, etc.)	335,849	13,247,834	42,476,726

# HOW FOOD CONTROL DEVELOPED IN CANADA

## REVIEW OF FOOD BOARD'S WORK HAS BEEN PREPARED

It Shows How Policy of War Rationing in Canada Differed Materially From That of United Kingdom or United States.

The steps successively taken by the Canada Food Board to attain its objective in food control are shown in a review of work during the year 1918, just prepared by the Food Board.

Not only in the Dominion, but throughout the whole of the Allied countries, 1918 was the year when food as a war factor proved to be only less mighty than munitions, the report states. Food control at the beginning of 1918 was described as a new knowledge; scarcely more than the rudiments had been learned. The objectives of the Food Board were to increase supplies of foodstuffs by stimulating production and by more conservation so that each month would see an addition to the exportable surplus. On investigation it became evident that something different from both American and European methods of food control would have to be undertaken, and hence a distinctively Canadian system was developed.

The middle way in food control was almost invariably followed. Rationing under Canadian conditions was inadvisable, as with the Dominion's vast area, sparse population, and diversified conditions it would have proved ineffective, and the results of the effort and energy expended in this method of control would have been infinitesimal in comparison with the same forces directed to increased production of foodstuffs and voluntary conservation. Canadians, according to the report, would have had to pay ten or twelve million dollars annually to meet the cost of an equitable rationing system as carried out in Europe. Compulsory measures were adopted to regulate the distribution of commodities in what might be called their bulk state, but as food products found their way through stage to stage of distribution control gradually and necessarily lessened, and was replaced by measures to secure a widely spread and sympathetic voluntary conservation by consumers.

### BLENDING OF POLICIES.

The British system of food conservation, explains the report, became almost entirely mandatory; the American almost entirely voluntary. The joining of the mandatory with the voluntary method constituted the distinctive character of food control in Canada.

The working of the double system, the report continues, was seen in the fact that while the sale of sugar in bulk to dealers without certificates was prohibited by order, conservation by families was secured by loyal voluntarism. Restrictions in the use of beef and pork in restaurants on specific days was carried out under compulsion, but the request to the

private depended for effectiveness on an appeal to patriotism.

Control over supplies was exercised also through governing the character of saleable food. The composition of standard flour and of bakers' bread with other non-wheaten flours can be taken as instances.

The report continues:—

### ENCOURAGED STOCK RAISING.

"The Board, in conjunction with the Dominion Department of Agriculture, working in all cases through the Provincial Departments of Agriculture, did everything possible to encourage the raising of farm stock. A result of this was there was an increase in the number of food animals on Canadian farms, simultaneously with a large increase in exports of beef and pork.

"The following are the values and quantities of beef and pork respectively, exported during 1917 and 1918:—

	1917.	1918.
Beef—		
Pounds . . . .	84,375,793	126,334,050
Value . . . .	\$2,116,793	\$25,030,951
Pork—		
Pounds . . . .	12,067,315	35,782,760
Value . . . .	\$2,811,448	\$11,333,511

"Perhaps the chief factor which controlled meat supplies being sent overseas was the provision of refrigerator space for the transatlantic voyage, a matter over which the Food Board had no power.

"Of actual control of meats within the Dominion it is difficult to speak with the clear-cut definition possible for wheat supplies. The first step after the general adoption of a beefless day was the control of packing-house firms, on the centre through which the Canadian meat supplies all passed. They were regulated with regard to profits by a special Order in Council. Their books and reports were, in March, made subject to inspection by the Minister of Finance. On May 3, an order of the Food Board brought under license practically everybody who slaughtered livestock.

### BUTTER FOR BRITAIN.

"One instance in the control of fat in its palatable form may be noted, says the report. When in September the stock of butter in Great Britain fell abnormally short, and it was found impossible to maintain even the small weekly ration of two ounces a head, arrangements were made to secure for shipment the whole butter output of Canadian creameries for five weeks. In this way over six and a half million pounds of butter were exported and the British Minister of Food was able to state in a letter of thanks to Sir Robert Borden that the maintenance of a one-ounce ration was due solely to the quick action taken in the Dominion.

"Meanwhile there were twenty-five million pounds of butter in cold storage which having been purchased at the market figure, could not, under the controlled system of profits, be sold at undue advance in price. Thus by one move, an emergency call from the Mother Country was met without causing an appreciable rise in prices at home.

### PRICES AND PROFITS.

"At the time the Board was inaugurated the Government had already taken action under Order in Council P.C. 2461, November, 1916, which created machinery through the Minister of Labour for the investigation, especially of retail prices obtaining in any community, and for the control of profiteering. From time to time this Order was improved, and is now known as P.C. 3069, "Fair Price Commission."

"As Canada is essentially an exporting country, domestic prices for producers

### HOW CROPS WERE INCREASED DURING PRODUCTION CAMPAIGN.

The following table from the Bureau of Statistics, shows how effectively acreages of grains, as well as of root crops, were increased:—

	1918.	1917.
	Acres.	Acres.
Wheat . . . .	17,353,902	14,755,850
Oats . . . .	14,790,330	13,313,400
Barley . . . .	3,153,811	2,393,200
Rye . . . .	555,294	211,880
Peas . . . .	235,976	198,881
Beans . . . .	228,577	92,457
Buckwheat . .	548,097	395,977
Flax . . . .	921,826	919,500
Mixed grains .	1,068,120	497,236
Corn for husking . .	250,000	234,339

Totals . . . . 39,105,933 33,001,720  
Report on work of Canada Food Board.

and manufacturers of food are controlled by the export market. Any control of prices or profits, consequently, had to be worked out in co-operation with the export buyers. Just previous to the organization of the Board the various Allied Governments had pooled their buying under one organization, known as the Allied Provisions Export Commission, with which was associated the British Government Wheat Export Company and the Dairy Produce Commission of Canada, that had been formed previously.

"The main cause of the tremendous rise in prices that occurred was the increasing scarcity of supplies available to the Allied nations and the wild bidding for these that took place when each country was competing separately for these supplies. The Food Controller found that control of prices in Canada was absolutely impracticable until the Allied Governments had unified their methods of purchase.

### HOW PRICE WENT UP.

"An illustration of this was afforded when a purchase was made by the French Government at a price considerably in advance of the then ruling prices. This purchase, made without consultation with the Canada Food Board, at once affected the price of the domestic supply. The order was a large one, and had the Food Controller at that time attempted to fix a price for the home market the effect of such an order would have been to drive the product entirely into a foreign channel, and temporarily at least to withdraw entirely the product from the Canadian market. Because of war conditions, information of this character was not at the time made public, although now permissible. The unification of the methods of purchase stabilized the export market, and as a consequence the domestic market also, and tended to increase the available supply both for export and home consumption by securing a steady flow at known prices.

"As a further illustration, quoted in the report, in 1917 the British Government fixed a price for Canadian cheese, but did not fix any price for butter or condensed milk. The result was that as the need for condensed milk increased the price rose with great rapidity and not only interfered with the supplies of milk for the manufacture of cheese and butter, but seriously disturbed the fresh milk market for Canadian cities. With the proper organization of the export market, the domestic market may be controlled through normal lines of regulation; that is, the price paid for export.

"The Dairy Produce Commission and the Allied Provisions Export Commission together worked out a schedule of prices that would be paid in Canada for cheese, butter, and condensed, evapor-

ated and powdered milk for export. This stabilized milk prices in Canada both for the manufacture of these goods and for the supply of fresh milk to cities and towns.

### COST OF BREAD REGULATED.

"During May, 1917, the price of flour rose to over \$15 per barrel. As soon as the Board of Grain Supervisors had fixed the price for the 1917 wheat crop, an agreement was reached with the millers that their profits should not exceed twenty-five cents per barrel of flour, with sixty cents allowed for cost of manufacture. On this basis the price paid for flour by the Wheat Export Company was worked out from time to time, and domestic prices were based on these figures. The same principles were applied to the 1918 wheat crop. Thus, the price of flour to the consumer was strictly controlled.

### LICENSE SYSTEM ENFORCED.

"The price of bread was also directly controlled. The Cost of Living Commissioner, in co-operation with the Board, enforced by the license system for bakers, secured monthly costs of production of bread, based on the known prices of flour, and other factors. These costs were published from time to time, and showed that the profits being made by bakers were at all times reasonable. Whenever a movement to increase the price of bread occurred in any part of the country steps were taken to investigate the necessity for it. This strict control has maintained the price of bread in Canada at a rate markedly lower than in the United States.

"Thus, while no prices were actually "fixed" for any of these products, the domestic prices based on the agreed price for export were at all times directly controlled by the Food Board.

### SUGAR REGULATIONS.

"The same methods of control were exercised in regard to prices payable for sugar. When sugar became scarce in 1918 the retail price jumped in many places to fifteen cents per pound. Action was immediately taken and retail dealers were warned that the price must not exceed ten to eleven cents per pound. This control was continued throughout 1918 by the Board and the price maintained at a fair margin over cost. Any increase in prices that occurred was based on such factors as a rise in the price of raw sugars and freight rate adjustments. If it had not been for this control consumers during the period of great scarcity in the fall of 1918 would have paid as high as twenty cents per pound, at least. Thus again, though the terribly complicated work and heavy expense of fixing prices to meet a multitude of rapidly varying conditions, was avoided, control of the price to Canadian consumers was steadily maintained.

### DEALERS' PROFITS.

"Dealers' profits, it is explained in the report, were regulated through a number of orders. Order No. 9 fixed the maximum "spread" chargeable by distributors of fresh milk in cities. Order No. 45 fixed the profits that might be taken by wholesale dealers in butter, eggs, cheese, meats, oleomargarine and lard. Various orders and agreements with the trade regulated the price of fish so that this food became one of the cheapest available in any country. Prices of bran and shorts and the profits of dealers were also fixed, thus giving the producer the means of producing milk at as low cost as possible. The results from this regulation of prices according to the report, are such that to-day milk, butter, cheese and fish are noticeably lower in Canada than in the United States, or elsewhere in the Allied countries, where subsidizing has not been practised. The price of grains entering into production of foodstuffs was not under the control of the Canada Food Board.

### CONTROL OF PROFITS.

"Control of profits on invested capital presents an entirely different problem from the control of prices. A very large profit may be made upon the capital invested by individual manufacturers or dealers in staple food products, as a result of turnover, but the entire elimina-

[Continued on page 9.]



# HOW FOOD CONTROL DEVELOPED IN CANADA

## REVIEW OF FOOD BOARD'S WORK HAS BEEN PREPARED

It Shows How Policy of War Rationing in Canada Differed Materially From That of United Kingdom or United States.

[Continued from page 8.]

tion of such profit, in many cases, would not have any effect on the retail price of these commodities. For example, if the profit of twenty-five cents per barrel of flour had been eliminated, and the millers had manufactured at cost, it would not have affected the price of bread. About 250 pounds of bread are made from a barrel of flour, therefore, this twenty-five cents distributed over the pounds of food products from a barrel of flour, would have been one-tenth of a cent per pound. This could not be reckoned in price control. It would have been a matter of taking the profit from the miller and giving it to the baker. On the other hand, on account of the difference in manufacturing conditions, costs widely varied and it was necessary to allow sufficient profit to enable enough mills in Canada to produce the flour required. Out of this number, some mills, because of advantages arising from location and the efficiency of their management were able to make considerable profit on the invested capital. The consideration of public policy involved in such profits opens up, if at all, another question which comes within the domain of taxation.

### SUGAR PROBLEMS.

"Sugar formed a different problem from the three main foodstuffs. More than in those articles of diet, the difficulty was that of equal distribution. The strictest regulation was only necessary during a few months, yet during that time it took the form of the most intensive control of any one food.

"The sharing of the world's available supply of sugar among the Allies was one of the great food difficulties of the war. The great bulk of the raw sugar was imported. The Allied nations had to find an adequate method whereby they could equitably share with each other the available supplies. For Canada this was accomplished by the establishment of the International Sugar Commission of New York, on which the British Government had a representative. It was not possible to have a Canadian representative also on this Commission, because Britain would then have had greater power than any other nation. Nevertheless it was absolutely necessary to have some one to represent Canadian interests. In November, 1917, there was instituted a sugar division of Canadian food control and a New York representative was appointed who advised on available supplies. He was also charged with the exceedingly difficult task of equitably dividing supplies allocated to Canada among the sugar refineries of the Dominion.

"The plan that the International Sugar Commission followed was briefly:—

"First, they made a survey of the world's supplies. These, during the year of 1918, were confined almost entirely to the Western Hemisphere, as the supplies in the East Indies and other sugar-producing countries were not available. Certain allocations were then made to Great Britain, France, Belgium and Italy; quantities were set aside for neutral countries and the remainder was divided between Canada and the United States. Our domestic problem resolved itself into dividing this supply between the various sugar refineries, and then establishing a system of distribution and control of consumption which would spread the available total as equitably as possible, having regard to the vital character of the use made of sugar.

### RIGOROUS SUGAR ORDERS.

"The first survey of the International Sugar Commission was made in March, 1918. By May 1, regulations had been put into force in Canada designed to meet the situation. About the middle of June, however, the International Sugar Commission found it necessary to make

a complete re-survey. When this was accomplished it was calculated that, due to many conditions which had come into existence after the first survey was made, there was a total shortage of sugar of about one million tons. It was therefore imperative to re-allocate, and by July 15, the Sugar Section of the Food Board had new orders in force to meet the changed situation.

"Rigorous control of all manufacturers and public eating places was instituted, with a system of distribution to wholesalers and retailers, which, on the whole, proved eminently successful. Had it been possible when the International Sugar Commission made the first survey to have gauged the situation correctly, the problem in Canada would have been very much easier. As it was, the work was accomplished under tremendous pressure and under difficulties which it was impossible for the public to appreciate.

"One of the marked features of the work was the co-operation of the sugar-consuming trades, and their loyal acceptance of regulations.

"The sugar representative at New York had, from time to time, to assume the responsibility of accepting for Canadian refineries quantities of sugar as they became available, and to arrange for a guarantee of purchase of the total, or part of a crop of some of the producing countries. The Commission was besides faced with the task of finding shipping tonnage. Even when sugar was landed, port and railway embargoes, and many other obstructions to its final transportation had to be overcome.

"The whole problem of sugar supply has been one of the most strenuous, and considering the difficulties, one of the most successful of Canada's domestic war-time food efforts.

"The price of raw sugar, and the quantity available for Canada, were at no time within the control of the Food Board.

"The prime instrument of compulsory control of domestic trade was the issuance of licenses without which trading in foodstuffs was prohibited. This control steadied prices and equalized distri-

bution. Home supply in every district throughout 1918 was plentiful, yet the quantities of foodstuffs exported showed a remarkable increase. By December 31, 1918, 78,016 licenses had been issued.

"The ideas underlying licensing were to make regulations easier through securing the direction of supplies from the producer down to the consumer's table; to carry out orders for the prevention of excessive profits; to prevent reduplicating transactions, and thus securing a more even flow of distribution; to keep the dealers in food on good behaviour under penalties of forfeiture of licenses; and to permit the small dealers in carrying out orders from being unfairly handicapped by larger and more favourable placed competitors. A large office organization and the machinery for such a novel procedure had to be made with careful fore-consideration. In the fall the Board had the satisfaction of knowing that not only were practically nine hundred and ninety-nine out of every thousand dealers, other than direct producers like farmers and market gardeners, under license, but that the system was working admirably. Licensing presented a delicate piece of social machinery.

### ENFORCEMENT OF ORDERS.

"Altogether up to November 11 seventy orders were issued. Subsequent orders have been largely revocations. This is not a large number considering that in the first three months of 1917 alone over 130 orders were issued by the British Ministry of Food.

"It became necessary early in the spring to establish a section of the Board for the purpose of enforcing the orders. A considerable staff of inspectors was appointed, whose duty it was to watch for and prosecute infringements of the regulations.

"Their work did not supplant that of provincial authorities. It only supplemented it, for the endeavour of the Board in each case was to get the local authorities to undertake the enforcement of any order and the prevention of infringement.

### PREVENTING OF WASTE.

"An Order in Council in December, 1917, authorized the Food Controller to deal with carloads of foodstuffs held at their destination for a longer period than four days. Previously foodstuffs were frequently permitted either to deteriorate or become a total loss while the grievances of the interested parties were being adjusted. Whenever it was found necessary to seize foodstuffs they

were sold at the order of the Board. On April 5 the Board was empowered to take any measure necessary to prevent as far as practicable loss or deterioration in foodstuffs. Approximately 1,500 cars of foodstuffs were dealt with, made up of the following: Potatoes, onions, beans, corn, wheat, molasses, fruits of all kinds, macaroni, canned goods, coffee, raisins, butter, cheese, breakfast foods, and malted milk.

### THREE MEANS OF CONTROL.

"The means employed to secure the control of the foods of Canada may be stated thus:—

"1. Direct purchase and export by Allied Government representatives.

"2. Licensing of all dealers at home and their regulation by order direct from the Board with personal responsibility on the part of the licensee.

"3. Import and export permits regulating incoming or outgoing commodities not governed by the purchases of Allied Governments.

"Another class of control, intangible and hard to define, was the voluntary aid given by the people of the Dominion and especially by the Canadian women. "The service was so immeasurably great, that it cannot be more than alluded to with gratitude and pride in such a review as this," says the report. It was the pivot on which turned that successful voluntarism which has been so marked a feature of food control in Canada.

"Active workers in every locality were reached directly by the Board through a mailing list which at the close of the year numbered 45,000 names. These were distributed through the whole of the Dominion. The publications of food laws and suggestions were forwarded to these workers.

"In order to reach the public at large the Board had to rely upon widely extended publicity, which was possible only through the ready way in which the press gave prominence to food subjects. Not merely were items of news, such as the issuance of orders and rules given news space, but informative articles, prepared by the Information and Publicity Sections were published in hundreds of newspapers, magazines and periodicals, from coast to coast. Throughout the campaign for greater farm production the press stood loyally by.

### PROVINCIAL COMMITTEES.

"Much benefit was found through the establishment of Provincial Committees, says the report. These were formed within the first three months of 1918. They studied the local food conditions and furnished the information on which the Board, after consideration, acted in framing its orders. A notable part of the provincial system was the lead it gave to public opinion. Most of the important as well as the routine work of replying to local inquiries about food had to be carried out by the Committees. The general supervision of work in the province fell within their scope. In New Brunswick voluntary rationing had been put into practice some weeks before the armistice was signed, and plans were so far advanced in Nova Scotia and Alberta as to be already printed.

### PRODUCTION CAMPAIGN.

"The added acreage of farm land tilled, improved methods of farming, and the adoption of new ways of meeting labour problems through local arrangements and an enhanced appreciation generally of agricultural life will, as a result of the Greater Production Campaign, have an effect upon Canada's national agriculture in the coming years.

"This work was carried out by the Food Board in conjunction with the Dominion Department of Agriculture, working through the provincial departments. During the fall of 1917 attention was directed to the necessity for a still greater increase in farm production. Plans were completed for increased breeding of hogs. Not only were farmers encouraged to add to their pens, but the services of the country boys were enlisted in the formation of pig clubs. Everything was done to facilitate the winter food problem. In March a campaign was conducted to increase the number of trees tapped for maple syrup to supplement the sugar supply."

## DISTRIBUTED TRACTORS TO SPEED UP PRODUCTION

An important contribution to food production was the arrangement made for the distribution of farm tractors at cost to farmers, declares the report of the Canada Food Board. The allocation of these by provinces was as follows:—

British Columbia	21
Alberta	334
Saskatchewan	382
Manitoba	149
Ontario	203
Quebec	9
New Brunswick	5
Nova Scotia	14
Prince Edward Island	6
	1,123

In addition, fifteen demonstration tractors were distributed to Alberta, Saskatchewan, and Manitoba.

In February a satisfactory arrangement was made with Henry Ford & Son, Inc., Dearborn, Michigan, for the purchase of 1,000 farm tractors. The price agreed upon was \$750 each, f.o.b. Dearborn. One of the conditions of the contract reads:—

"The entire arrangement is contingent upon the Government of Canada distributing these tractors direct

to farmers in Canada at the price specified plus freight and with no profit allowed."

Orders were taken from farmers by the provincial departments of agriculture and forwarded by them to the Food Board, thus furnishing to Canadian farmers tractors at cost. This measure assisted greatly in the work of greater production during the spring of 1918. Canadian firms which manufacture tractors were engaged at high pressure on other classes of farm machinery, and their output at that time was not expected to exceed 300 tractors a year. The steps taken, therefore, were necessary to meet the immediate need. A representative of the Board was sent to Detroit to expedite shipments. Twenty-five tractors a day had been arranged for. As Dearborn is a way station, there was a danger of delay and consequent demurrage charges, but it is worth noting that the Board had only to pay \$9 car rental on the entire order. With shipments for the East much difficulty was experienced, and it was necessary in almost every instance to trace cars from Dearborn to Detroit through the yards at Windsor to ensure speedy delivery.

# SUMMARY OF IRON ORE RESOURCES OF CANADA

## Important Occurrences in Several Provinces—Production Has Not Kept Pace, However, With Growth of Canadian Iron and Steel Industry.

A full account of the known iron ore resources of Canada, supplemented by a description of the Wabana iron mines in Newfoundland, is given in the report, entitled "Iron Ore Occurrences in Canada," compiled by E. Lindeman, M.E., and L. L. Bolton, M.A., B.Sc., with an introduction by A. H. A. Robinson, B.A. Sc., and issued in two volumes by the Mines Branch, Department of Mines. The report is timely, having regard to a deputation which recently visited Ottawa asking for a bounty on the mining of iron ores.

As early as 1667, iron ore was discovered in Canada, and in 1733 the Canadian iron industry was born in the shape of one forge producing iron. In 1737 the industry was represented by a group of forges at Three Rivers, Quebec, which "remained in active operation almost continuously until 1882, being at that time the oldest active iron producers in America."

The growth of the industry was very slow until 1896, when it began to grow rapidly and assume its modern form. In its infant years "sufficient ore was available locally to meet all the demands of the furnaces." Since then the production of native iron ores has not kept pace with the consumption of Canadian blast furnaces. It has fallen so far behind that in 1917 the total production of iron ore in Canada was only equal to 9.7 per cent of the total ore smelted in Canada.

The ore charged to Canadian blast furnaces has increased in quantity from 142,860 tons in 1896 to 2,176,296 tons in 1917, of which 92,065 tons were of domestic origin and 2,084,231 tons were imported. The imported ore included 874,134 tons from Newfoundland and 1,210,097 tons of "Lake" ore. The ratio of Canadian production to total ore charged has been steadily declining with the growth of the Canadian iron industry.

This is not due to lack of iron ore in Canada. It is because the native ores need preliminary treatment to make them suitable for economic smelting, and on this account are unable to compete economically with imported ores.

"Practically all the imported ores," states the report, "comes either from Wabana, Newfoundland, or from the Lake Superior iron ranges in the United States. It might be noted, however, that the word 'imported' has not the same significance as applied in the two cases. The Wabana ore, on which the Nova Scotian iron and steel industry is based, comes from a sister British dominion, and is owned and mined by Canadian companies for use in their own furnaces; on the other hand, the Lake Superior ores are owned and mined by United States interests, and are bought in the open market by Ontario smelters."

The Steel Company of Canada has recently secured control of iron ore resources in the United States lake region and will mine its own ores therefrom.

The report gives a summary review of the iron ore situation in the various provinces. In reference to the situation in British Columbia the report says that up to the present the production of iron ore there has been "an almost negligible quantity," due not so much to the lack of ore as to the lack of a market for the ore.

"The different varieties of ore found in British Columbia include magnetites, hematites, limonite or bog ores, and clay ironstones," the report states.

"The most important of the known ore bodies are a series of magnetite deposits which occur on the islands along the coast. The iron content is variable, ranging from 45 to 65 per cent. Phosphorus is often below the Bessemer limit; on the other hand, sulphur is usually so high that the ore would require preliminary roasting to render it suitable for economic smelting. The coast magnetites are capable of producing a good merchantable pig-iron. They can be easily and cheaply mined. They are located close to tide-water. On the British Columbia coast, ore, coke, and limestone suitable for flux are all obtainable within easy reach of one another. . . . It is possible to say that in the aggregate, in the known magnetite deposits of the coast district there is a sufficiently large tonnage of ore to support a small local iron industry for many years when conditions justify its establishment. There is little doubt, also, that active exploration would disclose many bodies of ore at present unknown."

The comment of the report on the hematites and other iron ores in British Columbia indicates that these bodies, so far as known, are not of sufficient size to be of commercial importance.

### ALBERTA, SASKATCHEWAN, AND MANITOBA.

"Up to the present time no iron ore deposits of sufficient size and quality to make them of commercial importance have been found in the Middle West provinces," says the report. "There are, however, very large areas unprospected in all three in which iron ores may be discovered in the future."

### IN ONTARIO PROVINCE.

The report gives a table showing that the total production of iron ore in Ontario from 1869 to 1916 amounted to 4,349,144 tons, the largest total production of any of the Canadian provinces. The table shows that the percentage of Ontario ore used in Ontario blast furnaces is on the decline.

"Previous to 1889, all the ore mined in Ontario," the report says, "was exported to the United States with the exception of such small quantities as were used in the earlier attempts at iron smelting. From 1889 to 1895, both years inclusive, production ceased entirely.

About 1896, a system of bounties inaugurated by Federal and Provincial Governments to encourage the manufacture of iron and steel from native ores stimulated the industry. Blast furnaces were erected at various points in the province. Strenuous efforts were made to use Ontario ores as far as possible, and thus obtain the liberal bounties offered. Prospecting for iron ores became general.

"In eastern Ontario old mines were reopened and for a time ore was shipped in small quantities. The quality of most of it was poor. As a result these mines have again lapsed into idleness.

"In northwestern Ontario, the discovery in 1899, of the Helen mine, a deposit of brown hematite, led to feverish activity in the search for iron ore. The net results of these efforts have been disappointing. The only large body of ore of high grade and good quality, yet discovered in Ontario, is that at the Helen mine.

"Since 1899, owing principally to the output of the Helen, the iron ore production has averaged in the neighbourhood of 220,000 tons per annum, and reached a maximum in 1913 when 394,054 tons were produced. This however is a long way short of the amount of ore used annually in the production of pig iron, and the proportion of native ore, as compared with foreign ore, used in Ontario blast furnaces, is disappointingly small.

"With the rapidly approaching exhaustion of the hematite ore at the Helen mine, the maintenance of the present rate of iron ore production will depend on the possibility of profitably utilizing the known bodies of inferior ores, or the discovery of new bodies of high grade ores.

"All the usual varieties of ore are to be found in Ontario, including hematite, (brown, red, and specular) magnetite, siderite, and bog ore. In the past by far the most productive class has been hematite, followed by magnetite. At the present time the bulk of the output is roasted siderite.

### IN QUEBEC PROVINCE.

"Iron ore was first mined and smelted in Quebec in the eighteenth century and from that time until 1884 the industry was carried on almost continuously at Three Rivers. Other furnaces using local ore were operated at Radnor Forges and Drummondville, the last to shut down being the Drummondville furnace in 1911. The ores used were bog ores with charcoal for fuel. The output of the furnaces was small, and the industry derived its chief importance from the superior quality of the pig iron made.

"The output of iron ore, never very large, has latterly occupied a very subordinate place in the mineral production of Quebec.

"Types of ore found include: magnet-

ite (titaniferous and non-titaniferous) limonites, bog ore and hematite.

### IN NOVA SCOTIA.

"Nova Scotia, next to Ontario, has to its credit the largest aggregate output of iron ore, of any province in the Dominion. . . . Latterly with the exhaustion of the workable deposits of better-grade ore, production has declined until now it has reached the vanishing point. The extensive development of the Wabana iron ore field in Newfoundland, and the ease and cheapness with which Nova Scotia furnaces can secure a supply of suitable ore from that source, have operated to decrease interest in the development of local supplies.

### IN NEW BRUNSWICK.

"New Brunswick, like all the other provinces in eastern Canada, except Prince Edward Island, had in early days, its small local iron industry based on local ores.

"As a producer of iron ores, however, the province has never been prolific. . . . The only known deposits that have any economic interest are known as the Bathurst mines, about 25 miles southwest of the town of Bathurst. In 1913 operations at these mines ceased. An estimate of the ore reserves is placed at 18,600,000 tons. Concentration was adopted in the last year of operation. . . . It is thought, however, that ore of merchantable grade can be produced by a system of selective mining without concentration.

### IN NEWFOUNDLAND.

"On Bell Island, in Conception Bay, Newfoundland, and in submarine areas adjacent thereto, are situated iron ore beds the workings on which are known as the Wabana Mines. The owners are Dominion Steel Corporation, Limited, Sidney, Cape Breton, N.S.; Nova Scotia Steel and Coal Company, Limited, New Glasgow, N.S.

"The ore is composed of two principal iron-bearing minerals, hematite and chamosite, while a third, siderite, becomes locally abundant.

"The total ore shipments from Wabana mines from 1909 to 1915, inclusive, amounted to 7,140,046 gross tons. In 1916 1,012,060 short tons were shipped, and in 1917, 883,346 tons, by the two Canadian companies operating there. From 1910 to 1915 inclusive the amount of Wabana ore shipped to blast furnaces in Nova Scotia was 4,806,277 gross tons. This amount represents almost the entire consumption of Nova Scotia furnaces for the period mentioned.

"The Wabana ore beds are of a higher grade in iron than most other sedimentary ores; the total tonnage present makes up one of the very largest and by far the most compact ore reserves in the world."

Be a W.S.S. booster.

## IRON ORE UTILIZED IN CANADA FROM 1896 TO 1916

Calendar Year.	Production of iron ore in Canada. Short tons.	Iron ore charged to Canadian blast furnaces.			Canadian ore in total ore charged. Per cent.	Ratio Canadian production to total ore charged. Per cent.
		Canadian Short tons.	Imported Short tons.	Total Short tons.		
1896	91,906	96,560	46,300	142,860	67.6	64.3
1897	50,705	53,658	55,722	109,380	49.0	46.3
1898	58,343	57,881	77,107	134,988	42.9	43.2
1899	74,617	66,384	120,650	187,034	35.5	39.9
1900	122,000	71,341	112,042	183,383	38.9	66.5
1901	313,646	156,613	361,010	517,623	30.2	60.6
1902	404,003	125,664	559,381	685,045	18.3	58.9
1903	264,294	82,035	485,911	567,946	14.4	46.5
1904	219,046	180,932	454,671	635,603	28.4	34.4
1905	291,097	116,974	861,847	978,821	12.0	29.7
1906	248,831	221,733	982,740	1,204,473	18.4	20.7
1907	312,856	244,104	1,117,260	1,361,364	17.9	22.9
1908	238,082	209,266	1,051,445	1,260,711	16.6	18.8
1909	268,043	231,994	1,235,000	1,466,994	15.8	18.3
1910	259,418	149,505	1,377,035	1,526,540	9.8	17.0
1911	210,344	67,434	1,628,368	1,695,802	4.0	12.4
1912	215,883	71,588	2,019,165	2,090,753	3.4	10.3
1913	307,634	139,436	2,110,828	2,250,264	6.2	13.7
1914	244,854	182,964	1,324,326	1,507,290	12.1	16.2
1915	398,112	293,305	1,463,488	1,756,793	16.7	22.6
1916	339,600	221,773	1,964,598	2,186,371	10.1	15.5

N.B.—This table is compiled from the figures given in the annual reports of the Division of Mineral Resources and Statistics, of the Mines Branch, Ottawa.

## CANADIANS WHO FELL IN EUROPE'S BATTLES WILL LIE TOGETHER

*Imperial War Graves Commission has Issued Report Which is Published by Department of Militia.*

### NO ISOLATED GRAVES

Canadian soldiers who gave up their lives for their country on the battlefields of France and Flanders will lie, as they fought, together, facing the line they died to hold. Comrades in life, they will be comrades in death.

The Imperial War Graves Commission, of which Sir George Perley, representing Canada, was a member, has issued its report to the various Governments of the Empire, the following memorandum on which is issued by the Militia Department here:—

"Among other matters which were discussed by the Imperial War Graves Commission were two important questions: first, the bringing into cemeteries of bodies buried in isolated graves on the battlefield; and, secondly, the exhumation of bodies, whether in isolated graves or in cemeteries, in order to transfer them to their native countries.

"The commission recognized the existence of a sentiment in favour of leaving the bodies of the dead where they fell, but, in view of the actual conditions, regarded it as impracticable. Over 150,000 such scattered graves are known in France and Belgium. In certain districts, notably those of Ypres and the Somme battlefields, they are thickly strewn over areas measuring several miles in length and breadth. These areas will shortly be restored to cultivation, or possibly be afforested, and the bodies cannot remain undisturbed. They must therefore be removed to cemeteries where they can be reverently cared for.

### REBURIED BY VOLUNTEERS.

"The commission felt that any other course would be excessively painful to relatives and discreditable to the country, and would place the cultivators of the land throughout an enormous extent of territory in a most unfair position. They accordingly resolved to apply to the French Government for permission to gather these bodies into cemeteries as close as may be to the place where they lie. It was announced that the army is arranging for this work to be done by volunteers from among the comrades of the fallen, and that the reburials would be conducted by the chaplains with the forces, while the Graves Registration officers would ensure accuracy of identification.

"With regard to the removal of bodies to their native countries, the commission were aware of a strong desire in a small number of cases that such exhumation should be permitted, but the reasons to the contrary appeared to them overwhelming. To allow removal by a few individuals—of necessity only those who could afford the cost—would be

## FARM TRACTORS CAN NOW CLAIM REMISSION OF DUTY

**Order in Council Affects Entry of Traction Engines for Farm Purposes Not Exceeding Cost of Fourteen Hundred Dollars.**

Farm tractors valued at not more than \$1,400 each imported by Canada from February 7, 1919, can claim remission of duty, according to an Order in Council passed on January 30, 1919, as follows:—

His Excellency the Governor General in Council, on the recommendation of the Minister of Finance and under the provisions of Section 92 of the Consolidated Revenue and Audit Act, is pleased, from the seventh day of February, 1919, and until otherwise provided for, to grant and doth hereby grant authority for remission and refund of the Customs duty on gas or gasoline traction engines for farm purposes valued at not more than fourteen hundred dollars each and repairs therefor when entered at Customs after the seventh day of February, 1919.

RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

The regulations regarding the entry of repairs and parts are as follow:—

His Excellency the Governor General in Council, on the recommendation of the Minister of Finance and under the provisions of Section 286 of the Customs Act, is pleased to make and establish and doth hereby make and establish the following regulations respecting drawback of Customs duty on imported goods used in the manufacture of gas or gasoline traction engines for farm purposes and repairs therefor, and in the manufacture of traction attachments and repairs therefor designed to be combined with automobiles in Canada for use as traction engines for farm purposes:—

### REGULATIONS:

When imported materials, on which Customs duties have been paid, are used after the seventh day of February, 1919, in the manufacture of gas or gasoline

traction engines for farm purposes and repairs therefor and in the manufacture of traction attachments and repairs therefor designed to be combined with automobiles in Canada for use as traction engines for farm purposes, there may be paid a drawback of ninety-nine per centum of the duties paid on the materials so used;

Provided, however, the said drawback may not be paid unless the materials have been used in the manufacture of gas or gasoline traction engines valued at not more than fourteen hundred dollars each and repairs therefor;

Provided, further, that such drawback shall not be paid unless the duty has been paid on the materials so used as aforesaid, within three years from the date when the gas or gasoline traction engines and repairs therefor and traction attachments and repairs therefor were manufactured subject to the following conditions, viz.:—

(a) The quantity of materials used and amount of duties paid thereon shall be ascertained;

(b) Satisfactory evidence shall be furnished in respect to the manufacture in Canada of the gas or gasoline traction engines and repairs therefor and traction attachments and repairs therefor.

The claim for drawback shall be verified under oath before a Collector of Customs to the satisfaction of the Minister of Customs, in such form as he shall prescribe, within one year after the manufacture of the gas or gasoline traction engines and repairs therefor and the traction attachments and repairs therefor. The Minister may also require in any case the production of such further evidence, in addition to the usual averments, as he deems necessary to establish the bona fides of the claim.

RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

contrary to the principle of equality of treatment; to empty some 400,000 identified graves would be a colossal work and would be opposed to the spirit in which the Empire had gratefully accepted the offers made by the Governments of France, Belgium, Italy, and Greece to provide land in perpetuity for our cemeteries and to 'adopt' our dead. The commission felt that a higher ideal than that of private burial at home is embodied in these war cemeteries in foreign lands, where those who fought and fell together, officers and men, lie together in their last resting place, facing the line they gave their lives to maintain.

### WITH THEIR COMRADES.

"They felt sure—and the evidence available to them confirmed the feeling—that the dead themselves, in whom the sense of comradeship was so strong, would have preferred to lie with their comrades. These British cemeteries in foreign lands would be the symbol for future generations to the common purpose, the common devotion, the common sacrifice of all ranks in a united Empire. This view has already been expressed in some of the overseas dominions, and the commission are strongly of the opinion that it would commend itself to the large majority of the British people as the higher and nobler course."

## NEW DEPUTY MINISTER NAMED FOR SOLDIERS' CIVIL RE-ESTABLISHMENT

*Lieut.-Col. F. P. Healey Resigns to Take Over Other Duties and Mr. F. G. Robinson is Successor.*

### ASSUMED DUTIES FEB. 1

Lieut.-Colonel Frank Percival Healey, who was appointed deputy Minister of the Department of Soldiers' Civil Re-Establishment, having other duties which he is desirous of assuming, an Order in Council has been passed relieving him from his duties as from February 1, and Mr. Frederick Gerald Robinson, who has on various occasions been Acting Deputy Minister has been appointed to the position.

The Order in Council, passed on January 30, is as follows:—

The Committee of the Privy Council have had before them a report, 30th January, 1919, from the Minister of Soldiers' Civil Re-Establishment submitting that by Order in Council of the 23rd September, 1918 (P.C. 2346), Lieut.-Colonel Frank Percival Healey was appointed Deputy Minister of the Department of Soldiers' Civil Re-Establishment, at a salary of five thousand dollars per annum, payable out of War Appropriation.

That owing to his having in view other duties which he is desirous of assuming he has asked to be relieved of his duties of Deputy Minister from the first of February, 1919.

The Minister, therefore, recommends that the resignation of Lieut.-Colonel Healey be accepted from the first of February, 1919, and that he be paid out of War Appropriation a gratuity equal to three months' salary.

The Minister further recommends that Mr. Frederick Gerald Robinson, presently Director of the Department of Soldiers' Civil Re-Establishment and who on various occasions has been Acting Deputy Minister, be appointed Deputy Minister of the Department of Soldiers' Civil Re-Establishment as from the first of February, 1919, at a salary of five thousand dollars per annum, and also that until the end of the current fiscal year the Department be authorized to pay this salary out of War Appropriation, no provision having been made in the Estimates for the payment of a Deputy Minister out of Consolidated Revenue.

The Committee concur in the foregoing recommendations, and submit the same for approval.

RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

### Should have Passports.

Public notice is given by the Department of External Affairs that in order to avoid inconvenience and delay all British subjects in Canada who intend leaving via United States of America ports for any destination abroad should be in possession of passports.

"The plaice is abundant and generally distributed along our whole Atlantic coast at depths of from 20 to 100 fathoms, but may best be fished in the southern part of the gulf of St. Lawrence and on the outer coast of Nova Scotia.

"It is most desirable that this fish should be handled, advertised and sold under the name of plaice only, so that a permanent demand may be created for it as such. It should not be called flounder or dab since these names are more commonly used for other fishes that differ from its appearance and quality."

Buy W. S. Stamps. They pay well.

## CANADIAN PLAICE IS IMPORTANT FOOD FISH

**Bulletin of Biological Board  
Explains Its Similarity  
to Halibut.**

From Bulletin No. 1 of the Biological Board of Canada, entitled "The Canadian Plaice," the first of a series of histories of new food fishes, the following information is taken:—

"This fish has long been sold on European markets and in the large cities of the United States, and quite recently it has appeared on the markets of Canadian cities, where it has realized from 10 to 12½ cents per pound in fresh condition.

"The plaice is sweet and of fine flavour, is not oily, but rather similar to the flounder or sole, though having a distinctive texture and flavour.

"The plaice reaches a length of two feet and a weight of as much as seven pounds. It is known scientifically by the latin name of Hippoglossoides platesoides, which on translation into English is, the halibut-like plaice-like fish. The first part of the name is significant, because our plaice is more nearly related to the halibut than to any other of our fishes.

"The common names that have been used for this fish are legion. To our fishermen it is known as Sand Dab, Turbot, Flounder, Plaice or Plie.

"We believe that the Canadian plaice deserves to be one of our most important food fishes. The marketable fish which are twelve inches or more in length, may be taken on the set lines or 'trawls'. They may be taken in very large numbers by the beam or otter trawl (net trawl) which is towed along the bottom.

## PAY OF PERMANENT FORCE TO BE THAT OF PRESENT C. E. F.

*New Order in Council Fixes Rates and Allowances Similar, with Minor Exception, to Overseas Units.*

### ESTABLISHMENT OF 5,000

That the rates of pay and allowances for the members of the Permanent Force of Canada, which was authorized by an Order in Council passed on January 10th, 1919, may be the same as those for the members of the Canadian Expeditionary Force, a new Order in Council, dated January 30th, has been passed as follows:—

Whereas the Minister of Militia and Defence reports that by Order in Council (P.C. 29) dated 10th day of January, 1919, it was ordered that the Permanent Force be reconstituted, and that it is desirable that the rates of pay and allowances for the members of the Permanent Force, as reconstituted, should be the same as those for the members of the Canadian Expeditionary Force; Therefore, His Excellency the Governor General in Council is pleased to order, and it is hereby ordered as follows:—

The Order in Council (P.C. 29), dated 10th day of January, shall be and the same is hereby amended by cancelling Clause (4) thereof, and substituting the following in its place:

"The rates of pay and allowances authorized for officers, non-commissioned officers and men of the Canadian Expeditionary Force shall be paid to members of the Permanent Force, as reconstituted under this Order in Council, according to their ranks or appointments therein."

"The regulations governing pay and allowances for members of the Canadian Expeditionary Force, except Articles 239 to 245 of Financial Instructions, 1916, shall apply to the pay and allowances of the reconstituted Permanent Force: provided—

(1) That in the case of the Permanent Force, as reconstituted, the term "Dependents' Allowance" shall be used in place of "Separation Allowance"; and

(2) That nothing in this Order in Council shall affect adversely any present member of the Permanent Force in respect to his pay and allowances."

RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

The Order in Council of Friday, January 10th, 1919, reads:—

Whereas the Minister of Militia and Defence reports:—

That the Canadian Expeditionary Force is in process of being demobilized;

That the Active Militia during the past four years has become disorganized, the Permanent Force having practically ceased to exist;

That it is one of the special functions of the Permanent Force to aid the Civil Power in preventing or suppressing any actual or anticipated riot or disturbance;

That in the Canadian Expeditionary Force, there are men who, after their units have been demobilized, will be unable to obtain suitable employment in civil life and will seek to enlist in the Permanent Force;

Therefore, His Excellency the Governor General in Council, is pleased to order and it is hereby ordered as follows:—

1. The Permanent Force shall be reconstituted, at an establishment not exceeding five thousand men (Militia Act, Section 24);

2. Its composition, also the establishment and disposition of its component units, shall be left to the discretion of the Minister of Militia in Council;

### RESTRICTIONS ON ANTHRACITE COAL EXPORT LIFTED.

All restrictions on the export of anthracite coal to Canada have been lifted by the American Government, according to official notification received by C. A. Magrath, Fuel Controller for Canada. "This will result in the immediate release of many shipments consigned to Canadian dealers, which have been held up by the United States embargo until now. The last fear of any possible shortage this winter, is now eliminated."

3. In it the term of enlistment shall be for a period of two years, re-engagement being permitted within authorized establishments;

4. As in the Canadian Expeditionary Force, the pay of a private soldier shall be one dollar a day, plus an allowance of ten cents a day, the pay and allowances of other ranks being in proportion;

5. Pay and allowances not provided in Main Estimates, shall be chargeable to War Appropriation, until such time as necessary provision can be made in Supplementary Estimates, 1919-1920.

RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

## SIR GEORGE PERLEY TO CONTINUE WORK AT IMPERIAL INSTITUTE

*Is Renominated to Executive Committee of London Institute by Order in Council Just Passed.*

### ON MANAGEMENT END

Sir George Perley, K.C.M.G., High Commissioner for Canada in Great Britain, has been renominated a member of the Executive Council of the Imperial Institute, London, and by the following Order in Council, passed on January 31, the British Executive Council of the Institute has been so informed:—

The Committee of the Privy Council have had before them a report, dated 30th January, 1919, from the Acting Secretary of State for External Affairs, with reference to a despatch from the Secretary of State for the Colonies to Your Excellency, dated the 31st December, 1918, pointing out that the term of office of the existing members of the Executive Council of the Imperial Institute will expire this year, and asking whom the Canadian Government would wish to appoint to represent Canada.

The Minister recommends that under the authority of the Imperial Institute (Management) Act, 1916, the Honourable Sir George Perley, K.C.M.G., be renominated a member of the Executive Council of the Imperial Institute to represent the Government of Canada.

The Committee concur and on the recommendation of the Acting Secretary of State for External Affairs, advise that Your Excellency may be pleased to transmit a copy hereof if approved to the Secretary of State for the Colonies for the information of His Majesty's Government.

All which is respectfully submitted for approval.

RODOLPHE BOUDREAU,  
Clerk of the Privy Council.

## BOUNTIES AUTHORIZED FOR SEA FISHERMEN

**\$160,000 Voted and Basis on Which it is to be Distributed Fixed.**

The award of bounties to be paid to "encourage the development of sea fisheries and the building of fishing vessels," under the Act of 1906, has been authorized and the basis on which the bounties are to be paid fixed by an Order in Council passed on January 30, on the recommendation of the Acting Minister of the Naval Service, as follows:—

His Excellency the Governor General in Council, on the recommendation of the Acting Minister of the Naval Service, is pleased to order and doth hereby order and direct that the sum of one hundred and sixty thousand dollars, payable under the provisions of Chapter 46 of the Revised Statutes, 1906, intitled "An Act to encourage the development of the sea fisheries and the building of fishing vessels," shall be distributed for the year 1918-19 upon the following basis, viz:—

**Vessels.**—The owners of the vessels entitled to receive bounty shall be paid one dollar (\$1) per registered ton, provided, however, that the payment to the owner of any one vessel shall not exceed the sum of eighty dollars (\$80), and all vessel fishermen entitled to receive bounty shall be paid the sum of six dollars and twenty-five cents (\$6.25) each.

**Boats.**—Fishermen engaged in fishing boats, who shall also have complied with the regulations entitling them to receive bounty, shall be paid the sum of three dollars and eighty cents (\$3.80) each, and the owners of fishing boats shall be paid the sum of one dollar (\$1) per boat.

## BOARD WILL HEAR CASE AT VANCOUVER

*Application of Burnaby Municipality to Appeal to Supreme Court Held Over.*

In the case of the municipality of Burnaby, B.C., and the British Columbia Electric Railway Company, the municipality has applied for leave to appeal on a question of law to the Supreme Court. The Board of Railway Commissioners has decided that:—

"In view of the fact that the Board will shortly hold a sitting in Vancouver, the application for leave to appeal to the Supreme Court had better be set down at that sitting so as to enable the concrete facts applicable to be properly stated and the fact as to whether or not the company has constructed any railway to which the terms of the agreement of 1913 do in fact apply."

### Homesteads in West.

The office of the Commissioner of Immigration and Colonization at Winnipeg reports:—

During the week ending January 28, 50 homesteads were entered; last year, 75. A Mennonite tribe numbering between 130 and 150 has recently purchased a quantity of land in the Rockyford district on the C.N.R., and are expected to arrive shortly from Lewiston, Montana.

**Take some change in Thrift Stamps.**

## DOMINION'S SAWMILLS NOW PRODUCE ANNUALLY 4,000,000,000 FEET

*Forestry Branch Bulletin Estimates that Canada's Forests Contain About 600,000,000,000 feet Board measure.*

### BRITISH COLUMBIA'S TOTAL

Canada's saw-mills produce annually from 3,000,000,000 to 4,000,000,000 feet of lumber, 95 per cent of which is coniferous. It is stated in a new booklet issued by the Forestry Branch, Department of the Interior, entitled "Important Facts about Canadian Tree Species."

It has been estimated that Canada's forests contain 600,000,000,000 feet board measure of saw timber, an estimate which does not include an enormous volume of smaller material suitable for the manufacture of pulp and for railway ties, poles, piles, posts, spars of ships, and other commodities made of material too small for sawing into lumber; according to the booklet.

"The forests of British Columbia contain about half the total quantity of timber in Canada" the bulletin states. "There are over one hundred and eighty different species reaching tree size in Canada, over seventy of which produce lumber which is used in some form of industry."

"It has been estimated that the Douglas fir of the Pacific coast is capable of producing over 75,000,000,000 feet of lumber, and this species produces annually over 500,000,000 feet of lumber in addition to large quantities of railway ties and mining timbers. The wood has no rival for heavy structural work. It is hard, strong, heavy and stiff. The tree grows to an enormous size, specimens being obtainable measuring 380 feet in height, 15 feet in diameter and containing 60,000 feet board measure.

"British Columbia produces annually about 75,000,000 feet of cedar lumber, over 2,000,000,000 cedar shingles, in addition to large numbers of telephone, telegraph and other poles, railway ties, and fence posts."

"In most commercial transactions, Canadian sawn lumber is sold by the thousand feet, board measure," it is explained in the bulletin.

"This unit is roughly approximate to 2 cubic metres. For more exact comparisons, a quantity expressed in thousands of feet, board measure, may be converted into cubic metres by multiplying by 2.3596. A quantity expressed in cubic metres may be converted into thousands of feet board measure by multiplying by 0.4238."

## MEASUREMENT UNITS OF LUMBER IN CANADA

*Bulletin of Forestry Branch Just Issued Explains "Board Foot."*

A recent bulletin, entitled "Important Facts about Canadian Tree Species," issued by the Forestry Branch, Department of the Interior, defines the unit of measurement of sawn lumber in Canada, and also in the United States, the board foot.

"One board foot," the bulletin states, "consists of a piece of lumber one foot square and one inch in thickness. When applied to inch lumber, this unit may be considered a measurement of surface, but with lumber of other dimensions it is a unit of volume containing 144 cubic inches. A few examples will explain this more clearly. A board 12 feet in length, 1 foot in width and 1 inch in thickness contains 12 board feet and its surface measurement is 12 square feet. A board 12 feet long, 12 inches wide and 2 inches thick contains 24 board feet, while its surface measurement is still only 12 square feet."

# CANADA'S ARMY AS IT WAS MOBILIZED

## CAVALRY.

### STRENGTH OF CANADIAN UNITS AT MOBILIZATION.

In the accompanying columns on Pages 13, 14 and 15 will be found a list issued by the Department of Militia and Defence of Canadian Units which were mobilised with their strength on sailing for Overseas. The full list of Infantry Battalions was published last week in The Official Record.

### PENSIONS STILL WAITING.

There are many additional names of soldiers by whom pensions might be claimed. The Board of Pensions Commissioners has issued the following list of last known addresses of claimants who cannot be traced:—

- Pte. John Patterson, No. 1 District Depot.
- Pte. John Westberg, 1st Depot Battalion.
- Pte. James Stark, 31st Battalion.
- Pte. J. B. Perrett, 1st Depot A.R.
- Pte. Wilfred Royer, 2nd Battalion.
- Pte. Alphonse Beaudin, 69th Battalion.
- Pte. Mike Beloff, No. 6 District Depot.
- Pte. James Kidder, C.A.M.C.
- Pte. William Hall, No. 2 District Depot.
- Pte. George Healy, 1st Depot Battalion.
- Pte. Sidney Paris, 49th Battalion.
- Pte. William Wilson, No. 10 District Depot.
- Pte. Thomas Gledhill, 24th Battalion.
- Pte. Edgar Scarff, 2nd Battalion.
- Pte. James Lamprey, Forestry Corps.
- Pte. Frank Adcock, 23rd Reserve Battalion.
- Pte. Charles Ferguson, 137th Battalion.
- Pte. John Connors, No. 12 District Depot.
- Pte. Giacomo Santo, 6th Battalion.
- Pte. Walter Meech, Welland Canal Force.
- Pte. Michael Gurski, No. 1, District Depot.
- Lieut. Edward MacConnell, 80th Battalion.
- Pte. Ernest Taylor, No. 3 District Depot.
- Pte. Henry Kruska, No. 5 District Depot.
- Pte. Alex. Laporte, 1st and 2nd Quebec Regiment.
- Pte. Thomas Silversides, 48th Battalion.
- Pte. John Watt, 22nd Battalion.
- Pte. Leon La Chappelle, No. 4 District Depot.
- Pte. Harry Stenhouse, 31st Battalion.
- Pte. James Majury, No. 10 District Depot.
- Dvr. John McNicholl, 5th Company, C.A.S.C.

### Destroyed by Germans.

The annual report of the Department of Trade and Commerce for the fiscal year ending March 31, 1917-18, contains an estimate of the loss of industrial machinery suffered by France and Belgium during the war, which places the machinery losses of France at \$550,000,000, and those of Belgium at \$800,000,000.

### More Flour Allowed.

The British food controller has authorized households to purchase and keep in the house up to one sack of flour per household, notwithstanding existing orders.

Unit.	Officer Commanding.	Date of Sailing.	Strength on Sailing.		Headquarters on Mobilization.
			O.	O.R.	
R.C.D.	Lt.-Col. C. M. Nelles.	3-10-14	31	552	Toronto.
L.S.H.	Lt.-Col. A. O. MacDonald.	3-10-14	32	532	Winnipeg.
R.N.W.M.P.	Major G. L. Jennings.	4-6-18	16	684	Regina.
C.M.R. Depot.	Lt.-Col. W. C. Brooks.	22-10-17	18	577	Hamilton.
1st C.M.R. Bde.	Lt.-Col. F. O. Sissons.	12-6-15	86	1,738	Winnipeg.
1st Regt. C.M.R.	Lt.-Col. H. J. Stevenson.	12-6-15	Included in 1st		Brigade.
2nd " "	Lt.-Col. J. C. L. Bott.	12-6-15	"	"	"
3rd " "	Lt.-Col. L. J. Whittaker.	12-6-15	"	"	"
2nd C.M.R. Bde.	Col. C. A. Smart.	18-7-15	97	1,595	Sherbrooke.
4th Regt. C.M.R.	Lt.-Col. S. F. Smith.	18-7-15	Included in 2nd		Brigade.
5th " "	Lt.-Col. G. H. Baker.	18-7-15	"	"	"
6th " "	Lt.-Col. R. H. Ryan.	18-7-15	"	"	"
7th " "	Major E. I. Leonard.	29-6-15	7	159	London, Ont.
8th " "	Lt.-Col. J. R. Munro.	9-10-15	31	601	Ottawa.
9th " "	Lt.-Col. G. C. Hodson.	23-11-15	27	599	Lloydminster.
10th " "	Major F. C. Washington.	28-4-16	23	392	Portage la Prairie.
11th " "	Lt.-Col. G. H. Kirkpatrick.	8-7-16	34	883	Vancouver.
12th " "	Lt.-Col. G. MacDonald.	9-10-15	27	544	Calgary.
13th " "	Lt.-Col. V. H. Holmes.	28-6-16	34	933	Medicine Hat.
1st Can. Div. Cav. Sq.	Lt.-Col. F. C. Jamieson.	3-10-14	6	171	Calgary.
2nd " "	Major H. J. Leonard.	9-6-15	6	166	London, Ont.
3rd " "	Major T. W. Wright.	22-1-16	5	155	Winnipeg.
4th " "	Lt.-Col. R. A. Carman.	28-4-16	6	151	Portage la Prairie.

## ENGINEERS.

1st Div. Engineers	Lt.-Col. C. J. Armstrong.	3-10-14	39	778	Valcartier.
2nd " "	Lt.-Col. J. Houliston.	16-4-15	27	687	Ottawa.
3rd " "	} Appt. overseas.	11-3-16	18	676	"
4th " "		16-4-16	16	681	"
1st Fortress Co. C. E.	Capt. K. Stewart	23-10-15	3	110	"
2nd " "	Capt. G. H. Shaw	6-11-15	3	139	"
1st Div. Sig. Co.	Major F. A. Lister.	3-10-14	8	192	Valcartier.
2nd " "	Major J. L. Bogart	15-5-15	9	313	Ottawa.
3rd " "	Capt. J. R. Biggs.	11-3-16	5	198	"
4th " "	Capt. W. P. Gill.	20-5-16	6	195	"
Motor Air-line Sec.	Lieut. M. L. Martland	1-1-16	1	40	"
No. 1 Cable Section	Lieut. S. N. Smith.	1-1-16	1	35	"
No. 2 " "	Lieut. H. D. Watters.	1-1-16	1	35	"
No. 1 Tunnelling Co.	Major R. P. Rogers.	1-1-16	15	287	Pembroke.
No. 2 " "	Major R. W. Coulthard	22-1-16	14	301	Calgary.
No. 4 " "	Major J. R. Roaf.	8-8-16	8	156	Nanaimo, B.C.
No. 3 " "	Organized overseas.				

## PIONEERS.

1st Pioneer Bn.	Lt.-Col. A. E. Hodgins.	20-11-15	30	1,046	Winnipeg.
2nd " "	Lt.-Col. W. M. Davis.	6-12-15	28	1,040	Guelph, Ont.
3rd " (Formerly 48th Bn.)					
4th " "	Lt.-Col. P. E. Weatherby.	11-9-16	31	778	Ottawa.
5th " "	Lt.-Col. H. R. Lordley.	27-11-16	26	609	Montreal.

## CYCLISTS.

1st Div. Cyc. Coy.	Capt. R. S. Robinson.	3-10-14	5	88	Valcartier.
2nd " "	Lt.-Col. G. T. Denison.	16-5-15	9	176	Toronto.
3rd " "	Capt. G. B. Schwartz.	22-1-16	8	193	Toronto.
4th " "	Capt. G. L. Berkeley.	28-4-16	8	191	Toronto.

## CANADIAN ARMY SERVICE CORPS.

H.Q. 1st Div. Train.	Lt.-Col. W. A. Simson.	3-10-14	7	6	Valcartier
H.Q. Co. 1st Div. Train.	Major R. C. Coles.	3-10-14	6	155	"
No. 2 Co. 1st Div. Train.	Capt. W. D. Greer.	3-10-14	4	82	"
No. 3 " "	Capt. C. A. Corrigan.	3-10-14	4	81	"
No. 4 " "	Capt. H. O. Lawson.	3-10-14	5	78	"
H.Q. 2nd Div. Train.	Lt.-Col. A. E. Massie.	18-4-15	26	464	St. John, N.B.
No. 5 Co. 2nd Div. Train.	Major F. T. McKean.	18-4-15	Included in above.		
No. 6 " "	Major R. Knox.	18-4-15	"	"	
No. 7 " "	Major H. J. Freeman.	18-4-15	"	"	
No. 8 " "	Major W. A. Mitchell.	18-4-15	"	"	
H.Q. 3rd Div. Train.	Lt.-Col. H. W. Laird.	2-3-16	Included in H.Q. Co.		
H.Q. Co. 3rd Div. Train.	Major C. M. Scott.	2-3-16	11	219	Regina.
No. 10 Co. 3rd Div. Train.	Capt. J. R. Benson.	2-3-16	5	88	Winnipeg.
No. 11 Co. " "	Capt. C. R. Smith.	2-3-16	5	79	Montreal.
No. 12 Co. " "	Capt. P. F. Keating.	2-3-16	5	79	Halifax.
H.Q. 4th Div. Train.	Lt.-Col. E. G. Dean.	28-6-16	26	433	Halifax.
1st Div. Supply Column.	Major R. Moore.	3-10-14	7	260	Valcartier.
2nd " "	Major E. M. Harris.	10-4-15	4	258	Toronto.
3rd " "	Major W. Mayall.	22-4-16	5	397	Toronto.
4th " "	Organized Overseas.				
1st Div. Sub. Park.	Major M. Bell.	3-10-14	16	455	Valcartier.
2nd " "	Major G. F. C. Pousette.	15-5-15	8	477	Toronto.
3rd " "	Major R. G. Codd.	18-4-16	3	163	Toronto.
4th " "	Major G. H. Gordon.	19-5-16	5	164	Toronto.

# CANADA'S ARMY AS IT WAS MOBILIZED

## FRENCH MISSION TO BE CANADA'S GUESTS

### General Pau and His Party Will Spend 20 Days in Dominion.

The members of the French delegation, headed by the distinguished General Pau, who have been visiting Australia and New Zealand, are returning to their homes via Canada and are to be the guests of the Dominion Government during their stay in this country.

The mission is expected to arrive in Victoria, B.C., about the middle of this month and will be met on arrival there by Sir Joseph Pope, Under-Secretary of State for External Affairs, who will represent the Government and accompany the party on their tour of the Dominion. About twenty days will be spent in Canada during which time it is proposed to visit Victoria, Vancouver, Winnipeg, Toronto, Ottawa, Montreal and Quebec, where the members of the mission will probably deliver public addresses.

Accompanying General Pau are: M. André Siegfried, General Secretary of the Mission, Commandant d'André, and MM. Corbière, Leclerc-Motte, Mathieu and Bader.

The party will sail for France from New York early in March.

## TENDERS ASKED FOR OTTAWA-HULL BRIDGE

### Must be in Department of Public Works by April 16.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Bridge between Ottawa and Hull," will be received at this office until 12 o'clock noon, Wednesday, April 16, 1919, for the construction of a steel highway bridge over the Ottawa river between Ottawa, province of Ontario, and Hull, province of Quebec.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Wharf at Verchères, Que.," will be received until 12 o'clock noon, Tuesday, February 25, 1919, for the reconstruction of the wharf superstructure and repairs to the wharf approach at Verchères, county of Verchères, Que.

Plans and forms of contract can be seen and specification and forms of tender obtained at this Department; at the office of the District Engineer, Shaughnessy Building, Montreal; and at the Post Office, Verchères, P.Q.

Tenders will not be considered unless made on printed forms supplied by the Department and in accordance with conditions contained therein.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Minister of Public Works, equal to 10 per cent of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or War Bonds and cheques if required to make up an odd amount.

Note.—Blue prints can be obtained at this Department by depositing an accepted bank cheque for the sum of \$10, payable to the order of the Minister of Public Works, which will be returned if the intending bidder submits a regular bid.

By order,  
R. C. DESROCHERS,  
Secretary,  
Department of Public Works,  
Ottawa.

## CANADIAN ARMY SERVICE CORPS—Concluded.

Unit.	Officer Commanding.	Date of Sailing.	Strength on Sailing.		Headquarters on Mobilization.
			O.	O.R.	
1st Can. Reserve Park.....	Major C. Adams.....	3-10-14	7	260	Valcartier.
2nd ".....	Major H. A. Stewart.....	13- 5-15	6	235	Montreal.
1st Can. Railhead Sup. Det.....	Capt. L. S. Baker.....	16-10-15	1	18	Valcartier.
2nd ".....	Capt. W. H. Robinson.....	24- 4-16	3	61	Valcartier.
No. 1 Unit of Supply.....	Capt. E. J. Cleary.....	3-10-14	1	13	Valcartier.
No. 2 ".....	Lieut. H. B. Bishop.....	3-10-15	1	11	Valcartier.
No. 3 ".....	Lieut. J. A. McLellan.....	3-10-14	1	28	Montreal.
No. 4 ".....	Lieut. F. B. Eaton.....	3-10-14	1	28	Montreal.
No. 5 ".....	Lieut. W. S. Goodeve.....	29- 6-15	1	13	Montreal.
No. 6 ".....	Lieut. J. C. Owen.....	29- 6-15	1	13	Montreal.
No. 7 ".....	Lieut. W. M. Copeland.....	29- 6-15	1	13	Montreal.
No. 8 ".....	Organized Overseas.....				
No. 9 ".....	".....				
No. 10 ".....	Capt. J. H. Welch.....	16-10-15	1	13	Toronto.
No. 11 ".....	Organized Overseas.....				
No. 12 ".....	".....				
No. 13 ".....	".....				
No. 14 ".....	".....				
No. 15 ".....	".....				
1st Div. Amb. Workshop.....	".....				
2nd ".....	".....				
3rd ".....	Lt. J. P. McRae.....	5- 2-16	1	20	Montreal.
4th ".....	Lt. C. A. Tregellis.....	28- 6-16	1	20	Montreal.
No. 1 Field Butchery.....	Organized Overseas.....				
No. 2 ".....	Lieut. N. J. McLean.....	18- 4-15	1	24	Toronto.
No. 3 ".....	Organized Overseas.....				
No. 1 Field Bakery.....	Lieut. L. Priker.....	3-10-14	1	14	Valcartier.
No. 2 ".....	Capt. W. Black.....	18- 4-15	2	92	Toronto.
No. 3 ".....	Organized Overseas.....				
No. 4 ".....	Lt. Roy Chester-Finnie.....	15- 7-16	1	21	Kingston.
Ordnance Travelling Workshop.....	Capt. A. S. Buttenshaw.....	16-10-15	1	9	Montreal.
Corps Troops Supply Column.....	Major A. O. Larter.....	16-10-15	6	68	Toronto.

## CANADIAN ARMY MEDICAL CORPS.

No. 1 Field Amb.....	Lt.-Col. A. E. Ross.....	3-10-14	16	257	Valcartier.
No. 2 ".....	Lt.-Col. D. W. McPherson.....	3-10-14	11	245	"
No. 3 ".....	Lt.-Col. W. L. Watt.....	3-10-14	12	259	"
No. 4 ".....	Lt.-Col. W. Webster.....	18-4-15	12	277	Winnipeg.
No. 5 ".....	Lt.-Col. G. D. Farmer.....	18-4-15	11	248	Toronto.
No. 6 ".....	Lt.-Col. R. P. Campbell.....	18-4-15	11	259	Montreal.
No. 7 ".....	Organized Overseas.....				
No. 8 ".....	Lt.-Col. S. W. Hewetson.....	13-3-16	10	182	Calgary.
No. 9 ".....	Lt.-Col. C. A. Peters.....	2-3-16	10	179	Montreal.
No. 10 ".....	Lt.-Col. A. W. Tanner.....	2-3-16	9	180	Winnipeg.
No. 11 ".....	Lt.-Col. J. D. McQueen.....	19-5-16	10	179	"
No. 12 ".....	Lt.-Col. H. F. Gordon.....	24-6-16	10	235	"
No. 13 ".....	Lt.-Col. J. L. Biggar.....	1-7-16	9	182	Victoria.
No. 14 ".....	Organized Overseas.....				
No. 15 ".....	Lt.-Col. R. M. Filson.....	28-3-17	10	182	Kingston.
No. 16 ".....	Lt.-Col. G. G. Corbett.....	28-3-17	10	124	St. John, N.B.
No. 1 General Hospital.....	Lt.-Col. M. MacLaren.....	3-10-14	30	168	Valcartier.
No. 2 ".....	Lt.-Col. J. W. Bridges.....	10-4-15	25	136	"
No. 3 ".....	Colonel H. S. Birkett.....	6-5-15	104	205	Montreal.
No. 4 ".....	Lt.-Col. J. A. Roberts.....	16-5-15	112	205	Toronto.
No. 5 ".....	Lt.-Col. E. C. Hart.....	27-8-15	103	203	Victoria.
No. 6 ".....	Col. G. E. Beauchamp.....	23-3-16	83	196	Montreal.
No. 7 ".....	Lt.-Col. F. Etherington.....	2-3-16	66	86	Kingston.
No. 1 Stationary Hospital.....	Lt.-Col. Lorne Drum.....	3-10-14	10	86	Valcartier.
No. 2 ".....	Lt.-Col. A. T. Shillington.....	3-10-14	9	86	"
No. 3 ".....	Lt.-Col. H. R. Casgrain.....	18-4-15	8	85	London, Ont.
No. 4 ".....	Lt.-Col. A. Mignault.....	6-5-15	44	85	Montreal.
No. 5 ".....	Lt.-Col. F. Etherington.....	6-5-15	44	86	Kingston.
No. 6 ".....	Organized Overseas.....				
No. 7 ".....	Lt.-Col. J. Stewart.....	1-1-16	41	121	Dalhousie, N.B.
No. 8 ".....	Lt.-Col. H. E. Munro.....	19-5-16	42	117	Saskatoon.
No. 9 ".....	Lt.-Col. R. C. McLeod.....	19-6-16	41	118	Antigonish.
No. 10 ".....	Lt.-Col. W. E. Seaborn.....	22-8-16	14	117	London, Ont.
Duch. Conn. Red X Hospital.....	Lt.-Col. C. W. Gorrell.....	17-5-15	4	76	Ottawa.
Ontario Govt. Hospital.....	Lt.-Col. A. E. Ross.....	2-4-16	108	-	Toronto.
No. 1 Cas. Clng St.....	Lt.-Col. F. S. L. Ford.....	3-10-14	11	75	Valcartier.
No. 2 ".....	Lt.-Col. G. S. Rennie.....	18-4-15	8	75	Toronto.
No. 3 ".....	Lt.-Col. R. J. Blanchard.....	1-7-15	8	97	Winnipeg.
No. 4 ".....	Lt.-Col. S. W. Prouse.....	69-6-16	9	76	"
No. 1 Sanitary Sect.....	Organized Overseas.....				
No. 2 ".....	Capt. T. L. Stalkey.....	29-6-15	1	25	Toronto.
No. 3 ".....	Capt. H. R. McIntyre.....	5-2-16	1	25	"
No. 4 ".....	Capt. R. R. McClenahan.....	20-5-16	1	27	"
Nos. 5, 6, 7, ".....	Organized Overseas.....				
Base Dpo. Medical Stores.....	Lt.-Col. J. L. Cockburn.....	3-10-14	1	8	Valcartier.
No. 1 Adv. Dpo. Medical Stores.....	".....	3-10-14	1	5	"
No. 2 ".....	Organized Overseas.....				
No. 3 ".....	".....				
No. 4 ".....	".....				
No. 5 ".....	".....				

## CANADIAN ARMY VETERINARY CORPS.

No. 1 Mob. Vet. Sect.....	Capt. T. C. Evans.....	3-10-14	2	26	Valcartier.
No. 2 ".....	Lt. M. G. O'Gogarty.....	7-7-15	1	12	Montreal.
No. 3 ".....	Lt. A. Savage.....	5-2-16	1	24	Montreal.
No. 4 ".....	Lt. C. M. Baker.....	19-6-16	1	24	Montreal.

# CANADA'S ARMY AS IT WAS MOBILIZED

## FOREIGN CONSULS IN THE DOMINION

The report of the Secretary of State for External Affairs for the year ended March 31, 1917, states that there are in the Dominion 269 foreign consuls, vice-consuls, consular agents, and commercial agents, representing thirty-six countries. Of these, twenty-three have the rank of consul-general, including the following:—

- United States: J. L. Rodgers, Montreal; J. G. Foster, Ottawa; E. Watts (Acting), Halifax; G. N. West, Vancouver; F. H. Ryder, Winnipeg.
- France: X. H. A. Pensot, Montreal.
- Japan: S. Furuya, Ottawa.
- Italy: Cavalier L. Zunini, Montreal.
- Belgium: M. Goor, Ottawa.
- Serbia: A. D. Seferovitch, Montreal.
- China: Shuhwen Yang, Ottawa.
- Greece: J. E. Walsh, Montreal.
- Switzerland: B. R. Isell (Acting), Montreal.
- Sweden: C. O. de Dardel (Acting), Montreal.
- Denmark: G. E. Drummond, Montreal.
- Dominican Republic: J. E. Bunols, Montreal.
- Cuba: E. Perez Stable, Halifax.
- Colombia: O. Fréchette, Montreal.
- Argentine Republic: A. Gerez, Ottawa.
- Chile: M. P. Morris, Vancouver.
- Ecuador: J. MacQuilln, Vancouver.
- Russia: S. de Likatscheff, Montreal.
- Netherlands: A. Nordheimer, Toronto.

## PROBLEM OF SUMMER PASTURE IN DRY AREA

### Experimental Farms Note Explains Necessity of Summer Fallow.

The problem of summer pasture in the dryer areas of southern Alberta and southwestern Saskatchewan where the land is settled and no open range is left, is becoming more pressing each year, and the question is often asked why it is not possible in seasons that produce fair to good crops of grain, to get better pasture than is now available. The answer to this is given in an Experimental Farms note issued by the Department of Agriculture.

To raise grain profitably it is necessary to summer-fallow once in two or three years, by this method moisture is stored in the subsoil and is carried over winter, and, if the following year happens to be dry, the additional moisture supplied from the subsoil (by being stored from the summer before) is sufficient to produce a profitable grain crop even in quite a dry year. With pasture it is not possible to do this because the plants keep on growing all through August, September, October, and even into November, continually pumping out any moisture that may be left or that comes in the form of rain or snow, consequently in the spring of the year the grass lands and invariably dryer than is the case even with stubble land. Under these conditions it is impossible to raise relatively as good grass (pasture or hay) on the dry lands as grain.

We have not yet been able to find a better grass for permanent pasture than Bromes. If after two or three years this becomes sod-bound it may be improved by breaking quite shallow during a wet spell in the spring. By flattening the sods down as fast as they are ploughed some growth will take place and a much thinner stand will be obtained the growth of which will be much more vigorous. The grass seed should be sown in May or early June, at the rate of eight or ten pounds per acre, alone,—i.e. not with a nurse crop of grain. Care should be taken to prevent this grass from becoming established among trees or shrubs.

Although summer-fallowing cannot be used in connection with a permanent pasture it may be used for a temporary pasture. Winter rye is the most satisfactory crop that we know for this

## FORESTRY AND RAILWAY CONSTRUCTION.

Unit.	Officer Commanding.	Date of Sailing.	Strength on Sailing.		Headquarters on Mobilization.
			O.	O. R.	
No. 1 Skill Rly Emp.	Captain A. H. Kendall.	3-3-17	4	267	Montreal.
No. 2 " "	Captain R. M. McKillop.	18-4-17	5	293	Montreal.
No. 1 Constr. Bn.	Lt.-Col. B. Ripley.	12-9-16	23	846	Toronto.
No. 2 " "	Lt.-Col. D. H. Sutherland.	28-3-17	19	598	Truro.
Can. O/S. Rly C. Ops.	Lt.-Col. A. E. Griffin.	14-6-15	20	503	Montreal.
R. C. Coy. MD. 10.	Lt. W. L. Lanigan.	3-3-17	1	34	Winnipeg.
" " 11.	Lt. McKenzie.	3-3-17	1	35	New Westminster.
" " 12.	Major G. Robinson.	3-3-17	3	166	Regina.

Notes.—Battalions marked A.—Proceeded to Bermuda at outbreak of war. B.—Sailed for Bermuda, 23-7-15. C.—Railway Construction Battalion. D.—Sailed for Bermuda 26-5-16. E.—Depot M. O., 1917. F.—Forestry Battalions.

## SIBERIAN EXPEDITIONARY FORCE.

Unit.	Officer Commanding.	Strength on Sailing.		Date of Sailing.	Headquarters on Mobilization.
		O.	O. R.		
Force Headquarters.	Major-Gen. J. H. Elmsley, C.B., C.M.G.	45	140	18-11-18	Victoria.
16th Infantry Bde. H.Q.	Brig-Gen. H. C. Bickford, C.M.G.	11	30	26-12-18	"
Cavalry Squadron		2	26	11-10-18 & 26-12-18	"
R.N.W.M.P.	Major G. S. Worsley	4	140	18-11-18	"
85th Battery	Major D. H. Storms, M.C.	1	50	22-12-18	"
Ammunition Column	Lt. E. D. Huycke	2	50	11-10-18	"
16th Field Co. C.E.	Major J. Forin, M.C.	5	163	11-10-18 & 18-11-18	"
Signal Co.	Major W. McIntosh	2	40	11-10-18 & 26-12-18	"
259th Battalion	Lt.-Col. A. E. Swift	39	1,042	22-12-18 & 26-12-18	"
260th Battalion	Lt.-Col. F. C. Jamieson	41	984	26-12-18	"
20th Machine Gun Co.	Major A. J. R. Parks	12	184	22-12-18	"
Train, E.A.S.C.	Major W. Black	1	12	11-10-18	"
Depot Unit of Supply	Lieut. H. R. W. Allan	1	17	11-10-18	"
" "	Capt. C. R. Snelgrove	1	13	22-12-18	"
Field Bakery	Lieut. H. E. Hughes	1	25	11-10-18 & 22-12-18	"
Field Butchery			5	22-12-18	"
16th Field Ambulance	Lt.-Col. C. A. Warren	19	154	22-12-18 & 26-12-18	"
Sanitary Section	Capt. H. W. Lewis	1	25	11-10-18	"
Mobile Vet. Sect.	Capt. C. J. Cooper	(Not yet sailed)			"
Ordnance Workshop	Major N. C. Sherman	3	38	11-10-18	"
Ordnance Detachment	Major F. E. Pridoux	2	35	22-12-18 & 26-12-18	"
Base Headquarters	Lt.-Col. A. H. H. Powell	8	11	11-10-18	"
Record Section	Major E. Trump	2	8	11-10-18	"
Base Depot	Lt.-Col. G. L. McDonnell, D.C.M.	11	124	11-10-18	"
Stationary Hospital	Col. J. L. Potter	16	175	11-10-18	"
Advanced Medical Stores	Capt. J. W. Jefferson	1	8	11-10-18	"
Remount Depot	Lt.-Col. D. D. Young, R.C.D.		19	11-10-18	"
Postal Detachment	Lt. J. R. Ross	1	3	11-10-18	"
A.S.C. Drafts	Capt. H. J. B. Keating	2	50	18-11-18 & 26-12-18	"
Pay Corps	Major H. M. Hilchie	(Not yet sailed)			"
Y.M.C.A.		2		22-12-18	"

purpose. The succulent early pasture it furnishes is particularly appreciated by and valuable for young calves and pigs.

There are no grasses that may be sown with us in the spring and produce a crop the same season. If immediate pasture is desired the only course left for a farmer to follow, is to sow grain. A mixture is much better than any one kind, equal parts of oats, barley and either winter rye or winter wheat will give satisfactory results. Sow this mixture at the rate of about seventy-five to one hundred pounds to the acre. The advantage of including in the mixture to be sown in the spring winter grain, is the fact that it stools more freely than spring grain and so furnishes more pasture.

### Egg Control in England.

On November 14 the British Food Controller's order regulating the prices of eggs was issued. Its chief features may, however, be readily summarized.

For the purpose of the order the expression "eggs" includes the eggs of any bird, except plovers' eggs and gulls' eggs. Furthermore, "fresh eggs" means eggs produced in the United Kingdom, each weighing one and one-half ounce or more, and not having been preserved either by pickling or by being held in cold storage or otherwise.

"Imported fresh eggs" means the same as the above definition except that

it refers to eggs that are imported into this country. "Preserved eggs" means eggs which, each weighing one and one-half ounce or more, have been preserved by pickling or being held in cold storage or otherwise. "Small egg" means all eggs weighing less than one and one-half ounce.

It is forbidden to sell eggs at figures exceeding the maximum prices fixed by the order.

These maximum prices are as follow for all sales other than retail: Fresh eggs and imported fresh eggs, \$1.25 per dozen; preserved eggs, \$1 per dozen; and small eggs, 64 cents per dozen.

For sales by retail the maximum prices allowed are: Fresh eggs and imported fresh eggs, \$1.36 per dozen; preserved eggs, \$1.12 per dozen; small eggs, 75c per dozen.

### What Imports Declined.

The only classes of goods to show large decreases in Canadian imports from 1913 to 1917 were: fancy goods, decrease, \$1,487,351; furs, decrease, \$1,625,759; gloves and mits, decrease, \$1,026,711; hats and caps, decrease, \$1,117,770; precious stones, decrease, \$2,093,093; settlers' effects, decrease, \$8,701,308; spirits and wines, decrease, \$3,258,775; and wood, decrease, \$11,950,226, as shown by the annual report of the Department of Trade and Commerce, for the fiscal years ending March 31, 1917-18.

### New Brunswick's Resources.

The work of surveying and classifying the Crown Lands of New Brunswick is explained in a new report on that province and its natural resources, prepared under the direction of the superintendent of the Natural Resources Intelligence Branch and issued by the Department of the Interior. To date, the field parties have surveyed and examined 1,200,000 acres, of which 282,064 acres are covered by merchantable timber suitable for logs or pulpwood, and 42,364 acres of burnt land, on which there is sufficient reproduction to assure a future crop of timber.

### New Manitoba District.

The fishing industry in northern Manitoba, is chiefly carried on in the winter time, it is stated in a recent booklet entitled "The New Manitoba District," issued by the Department of the Interior. The fish are caught in nets placed below the ice. Freezing as soon as taken from the water, they are packed in wooden boxes and sent in a frozen condition direct to the dealer. Carload lots of these are regularly shipped to various points in Canada and the United States and find a ready market. The northern lakes teem with fish.

Save through W.S.S. plan.

## ALL REGULATIONS RESTRICTING WIRELESS TO SHIPS RESCINDED

*Vessels Now Permitted to Exchange Messages Anywhere in the Pacific and Most of Western Atlantic.*

### AMATEUR BAN REMAINS

Under date of February 7 the Naval Department announces that all Censorship Regulations restricting the use of Wireless Telegraphy to and from ships in the West Atlantic and in the Pacific are now completely removed, reports the Department of Naval Service.

All ships will now be permitted to exchange wireless messages anywhere in the Pacific and west of 40° west in the Atlantic; messages may also be exchanged with Canadian Commercial Coast Stations. The previous restrictions forbidding code and cypher message to ships at sea are also eliminated and the Wireless Service will henceforth resume its pre-war freedom.

All restrictions regarding inter-station messages, that is, messages between wireless stations on shore are also removed.

The regulations limiting the Trans-Atlantic wireless service to press and government messages are still in effect, this service will not be thrown open for private messages until the British Government restrictions on this class of business have been removed.

The restrictions regarding amateur wireless stations are still in effect. The Naval Department advises that no licenses are being issued for this class of station as yet. It is probable, however, that this regulation will be modified in the near future. In the meantime any persons desirous of then operating an Amateur Station should file their application for license with the Naval Department. Application forms can be had on application to the Deputy Minister of the Naval Service, Ottawa. It should be noted that licenses can only be issued to British subjects.

### HOW CANADA'S WHEAT EXPORTS HAVE GROWN

During the present century Canada has risen to be one of the principal wheat-exporting countries of the world, ranking closely in this respect with the United States, British India, the Russian Empire, and Argentina. The quantity of wheat and wheat flour, expressed as wheat, actually exported in recent crop years ended August 31 has varied from 84,821,922 bushels in 1914-15 to 289,794,162 bushels in 1915-16. For the crop year ending August 31, 1918, the exportable wheat surplus is estimated at about 148,000,000 bushels. The home requirements for food are about 50,000,000 bushels, and for seed about 28,000,000 bushels, according to Part I, Agricultural Statistics, 1917, in the Census of Industry series, compiled by the Dominion Bureau of Statistics.

#### High Value of Grain.

The average values per bushel of grain crops for all Canada in 1917, according to the prices returned by crop correspondents of the Dominion Bureau of Statistics, were higher than in any

## TENDERS ASKED FOR BY THE DOMINION GOVERNMENT

Firms desirous of tendering for any Government Supplies should apply to the War Purchasing Commission, Booth Building, Ottawa, giving particulars of the business in which they are engaged and a list of the articles they wish to supply.

Tenders have been invited by the different departments of the Dominion Government between February 1 and 7, as follows:—

Article.	Point of delivery	Date due.
<b>DOMINION GOVERNMENT STATIONERY OFFICE—</b>		
Manila envelopes . . . . .	Ottawa . . . . .	February 10
P.O. tags . . . . .	" . . . . .	" 13
Whitewove envelopes . . . . .	" . . . . .	" 13
Books, M.S.S. . . . .	" . . . . .	" 13
Cheese cloth . . . . .	" . . . . .	" 13
Typewriter carbon paper . . . . .	" . . . . .	" 13
Pencil carbon paper . . . . .	" . . . . .	" 17
<b>NAVAL SERVICE—</b>		
Drafting machine . . . . .	Halifax . . . . .	February 6
<b>RAILWAYS AND CANALS—</b>		
Round and square iron, etc. . . . .	Sault Ste. Marie . . . . .	February 10
Round steel bars . . . . .	Welland . . . . .	" 14
<b>JUSTICE DEPARTMENT (PENITENTIARIES BRANCH)—</b>		
Metallic sheets . . . . .	Kingston . . . . .	February 13
<b>JUSTICE DEPARTMENT (INTERMENT OPERATIONS)—</b>		
Hay, oats and straw . . . . .	Vernon . . . . .	February 19
Wood . . . . .	" . . . . .	" 19
Groceries . . . . .	" . . . . .	" 19
Cleaning materials . . . . .	" . . . . .	" 19
<b>POST OFFICE DEPARTMENT—</b>		
Leather straps . . . . .	Ottawa . . . . .	February 15
<b>DEPARTMENT OF PUBLIC WORKS—</b>		
Wire basket trucks . . . . .	Windsor . . . . .	February 17
<b>DEPARTMENT OF SOLDIERS' CIVIL RE-ESTABLISHMENT—</b>		
Portable air compressor . . . . .	Toronto . . . . .	February 7
Steel tables and tray carriers . . . . .	Calgary . . . . .	" 10
Wire vulcanizer . . . . .	" . . . . .	" 13
Mechanical transport supplies . . . . .	Moosejaw . . . . .	" 15
Combination warmer and serving tables . . . . .	Montreal . . . . .	" 15
Surgical instruments and supplies . . . . .	Toronto . . . . .	" 13
Lathe . . . . .	London . . . . .	" 15
Earthenware hot water bottles . . . . .	Ottawa . . . . .	" 6
Lathes . . . . .	Kingston . . . . .	" 10
Mattresses, covers . . . . .	Ottawa . . . . .	" 25
<b>DEPARTMENT OF MILITIA AND DEFENCE—</b>		
Holders, tin, for sputum cups . . . . .	Ottawa . . . . .	February 10
Foot baths . . . . .	" . . . . .	" 5
Gold . . . . .	" . . . . .	" 4
Surgical instruments . . . . .	Montreal . . . . .	" 10
Surgical supplies . . . . .	Ottawa . . . . .	" 13
Gold . . . . .	" . . . . .	" 14
Drugs . . . . .	Toronto . . . . .	" 11
Medical supplies . . . . .	Ottawa . . . . .	" 14
Acetone baths . . . . .	" . . . . .	" 17
Plate holders . . . . .	Winnipeg . . . . .	" 10
Gauges . . . . .	Ottawa . . . . .	" 11
Knives, table . . . . .	" . . . . .	" 12
White granite ware (dishes) . . . . .	" . . . . .	" 5
Flour, pastry . . . . .	M.D. No. 3 . . . . .	" 5
Potatoes . . . . .	" No. 3 . . . . .	" 5
Butter . . . . .	" No. 5 . . . . .	" 5
Beef . . . . .	" No. 2 . . . . .	" 5
Cornflakes . . . . .	London . . . . .	" 5
Eggs . . . . .	Victoria . . . . .	" 5
Bread . . . . .	London . . . . .	" 5
Washing . . . . .	Ste. Anne de Bellevue . . . . .	" 7
Malted milk . . . . .	Cobourg . . . . .	" 5
Fish . . . . .	Vancouver . . . . .	" 5
Malted milk . . . . .	Montreal . . . . .	" 5
Eggs . . . . .	Halifax . . . . .	" 5
Malted milk . . . . .	" . . . . .	" 5
Potatoes . . . . .	Kingston . . . . .	" 7
Boiler for S.S. "Armstrong" . . . . .	Halifax . . . . .	" 12
Boards, bedhead . . . . .	Ottawa . . . . .	" 11
Dry cleaning . . . . .	Regina . . . . .	" 10
Onions . . . . .	Toronto . . . . .	" 11
Milk, etc. . . . .	Montreal . . . . .	" 6
Fresh vegetables . . . . .	Kingston . . . . .	" 12
Floor polish . . . . .	Ottawa . . . . .	" 12

previous year. They were as follow: Fall wheat, \$2.08, as compared with \$1.54 in 1916; spring wheat, \$1.93, against \$1.29; all wheat, \$1.94, against \$1.31; oats, 69 cents, against 51 cents; barley, \$1.08, against 82 cents; rye, \$1.62, against \$1.11; peas, \$3.54, against \$2.22; beans, \$7.45, against \$5.40; buckwheat, \$1.46, against \$1.07; mixed grains, \$1.16, against 88 cents; flax, \$2.65, against \$2.04; and corn for husking, \$1.84, against \$1.07.

#### Good Export Market.

There is an eager export market for Canadian maple products in the States, where there has been a great decline in the home production. England and France are also inquiring for our maple sugar.—Canada Food Board.

### AGRICULTURAL WEALTH OF DOMINION, 1917

If to the estimated value of agricultural production in 1917, viz., \$1,621,028,000, is added for land \$2,792,229,000, for buildings \$927,548,000, for implements, \$387,079,000, and for live stock \$1,102,261,000, the sum of \$6,830,145,000 is arrived at as the total estimated agricultural wealth of the Dominion of Canada for the year 1917, according to Part I, Agricultural Statistics, 1917, in the Census of Industry series, compiled by the Dominion Bureau of Statistics.

W.S. Stamps pay 4½% compounded.

### POSITIONS OPEN IN THE CIVIL SERVICE

Live Stock Commissioner, Timber Scaler and Observer on List.

The Civil Service Commission of Canada has issued public notice that applications will be received from persons qualified to fill the following positions in the Civil Service of Canada:—

1. An Assistant Live Stock Commissioner in the Department of Agriculture, at a salary of \$3,000 per annum, Grade B of the First Division. Candidates should be at least 30 years of age and graduates of a reputable agricultural college. They should have executive and administrative ability and experience in agricultural and live stock work. They should have a good English education and have demonstrated their ability in public speaking.
2. A Timber Scaler for the New Westminster Timber Agency, Department of the Interior, at a salary of \$2,000 per annum. Candidates must hold a scaler's license from the British Columbia Government and must have had experience in the measurement of timber.
3. An Observer for the Dominion Astrophysical Observatory at Victoria, B.C., Department of the Interior, at a salary of \$1,700 per annum. Candidates must be graduates in arts of a recognized university and must have taken an honour course in astronomy and mathematics. They should have practical experience in observational and measuring work in some observatory.
4. An Assistant to the Chief Clerk of Files and Records under the Soldiers' Settlement Board, at a salary of \$1,600 per annum. Candidates must have five or six years' experience with files and records in a Government department and must be thoroughly familiar with such a system.
5. An Assistant to the Superintendent of the Experimental Station at Ste. Anne de la Pocatière, P.Q., in the Department of Agriculture, at a salary of \$1,200 per annum. Candidates must be graduates of an agricultural college and must have a thorough practical knowledge of farming in eastern Quebec. They must have a good command of English and French both for speaking and writing, and must be able to lecture on agricultural topics. Applicants must be residents of the province of Quebec.

Application forms, properly filled in, must be filed in the office of the Civil Service Commission for position No. 5 not later than February 20, and for positions 1 to 4 not later than March 4. Application forms may be obtained from the postmasters at Victoria, Vancouver, and Quebec, the Crown Timber Agent at New Westminster, or the Secretary of the Civil Service Commission, Ottawa.

By order of the Commission.

W. FORAN,  
Secretary.

### INDIA IN MARKET FOR CANADIAN RAILS

The Canadian Trade Commission in Ottawa has received a cablegram from the Canadian Mission in London stating that India is in the market for 800,000 tons of rails with angles, splices, bolts, etc., for delivery in 1919, 1920, and 1921.

The Canadian Trade Commission was formed to act in conjunction with the special Canadian Mission in London in securing information and data on the openings for Canadian trade during the world-wide reconstructive period, and the mission will act as a clearing house for orders that come to the Dominion.

#### Saskatchewan's Wheat.

Saskatchewan produced 117,921,300 bushels of wheat in 1917, grown on 8,273,250 acres, according to an estimate made by the Dominion Bureau of Statistics.

#### Maple Sugar Possibilities.

Maple trees on untilled land in Canada could be made to produce all the sugar Canada consumes.—Canada Food Board.