

TO DEVELOP MINERAL RESOURCES OF THE EMPIRE

Bureau, of which Mr. W. C. Miller of Canada is Member, has been Organized and will have Royal Charter

With reference to the announcement of the Hon. A. K. Maclean, vice-chairman of Reconstruction that the Imperial Conference, after considering the report of a committee of which Sir James Stevenson, Bart., was chairman, had made a recommendation in favour of the constitution of an Imperial Mineral Resources Bureau, this body was set up and charged with the duties of collecting information regarding the mineral resources and metal requirements of the Empire and of advising the various governments and others concerned from time to time what action might appear to be desirable to enable those resources to be developed and made available to meet the requirements of the Empire.

In accordance with this recommendation the governors of the bureau were appointed, one by the Home Government (whose representative is the chairman of the bureau), one by each of the five self-governing Dominions, one each by the Government of India and the Secretary of State for the Colonies, while six representatives of the mineral, mining and metal industries were appointed by the Minister of Reconstruction after consultation with the principal institutes and institutions representing those industries.

Pending the grant of the charter of the bureau the governors have lost no time in laying the foundations of their work and organization. Four committees of governors have been appointed to deal with—

1. Intelligence and publications.
2. Research and development.
3. Legal matters, and
4. General purpose and finance.

Various departments and other bodies interested have been invited to send representatives to discuss with the governors the methods to be adopted to co-ordinate and make available for use within the Empire, by or through the appropriate agencies, exhaustive information upon mineral resources in respect of production, treatment, consumption and requirements.

Offices have been taken at 14 Great Smith street, Westminster, London, S.W.1., London, where all communications should be addressed to the Organizing Secretary, Imperial Mineral Resources Bureau.

At the Imperial War Conference last year it was agreed that it was desirable to take steps to set up an Imperial Mineral Resources Bureau, which should be charged with the duties of collecting information from the appropriate departments of the Government concerned and from other sources regarding the mineral resources and metal requirements of the Empire; and of advising from time to time what action, if any, may appear to be desirable to enable such resources to be developed and made available to meet the metal requirements of the Empire. Accordingly the special committee was appointed to examine this proposal and to report upon the duties and adminis-

trative responsibilities of the proposed bureau. The committee defined the duties of the bureau as follows:—

- (a) To collect, co-ordinate, and disseminate information as to resources, production, treatment, consumption and requirements of every mineral and metal of economic value.
- (b) To ascertain the scope of the existing agencies with a view ultimately to avoid any unnecessary overlapping that may prevail.
- (c) To devise means whereby the existing agencies can if necessary, be assisted and improved in the accomplishments of their prospective tasks.
- (d) To supplement those agencies, if necessary, in order to obtain any information not now collected which may now be required for the purpose of the bureau.
- (e) To advise on the development of the mineral resources of the Empire or of any particular parts thereof in order that such resources may be made available for the purpose of imperial defence or industry.

After consideration of the report of this committee the British Government instructed the Ministry of Reconstruction, in consultation with the Secretaries of State for the Colonies and India to take necessary action to give effect to the recommendations of the Imperial Conference and the finding of the committee. Detailed proposals were accordingly submitted to the Dominion and Indian Governments who nominated their representatives on the governing body of the bureau, and the general scheme of the bureau has now been finally ratified by the Imperial Conference.

The bureau will be incorporated by royal charter, and the governing body which will be under the presidency of the Lord President of the Council will consist of the following gentlemen:

Sir Richard Redmayne, K.C.B., chairman.

Nominated by the Canadian Government, Mr. Willet C. Miller, LL.D.

Nominated by the Government of the Commonwealth of Australia, Mr. W. S. Robinson.

Nominated by the Government of New Zealand, Mr. Thomas Hutchinson Hamer of the High Commissioner's office.

Nominated by the Union of South Africa, the Rt. Hon. W. P. Schreiner, C.M.G., K.C., P.C.

Nominated by the Government of Newfoundland, the Rt. Hon. Lord Morris, K.C.M.G., K.C., P.C.

Nominated by the Government of India, Mr. R. D. Oldham, F.R.S., F.G.S., F.R.G.S.

Nominated by the Secretary of State for the Colonies, Mr. J. W. Evans, D.Sc., LL.D.

Nominated by the Minister of Reconstruction—(in consultation with the Institution of Mining and Metallurgy, the Institution of Metals, the Iron and Steel Institute, and the Institution of Mining Engineers): Mr. W. Forster Brown, mineral adviser to H. M. Woods and Forests; Professor H. C. H. Carpenter, M.A., Ph.D., president of the Institute of Metals; F. H. Hatch, Esq., Ph.D., member of the Mineral Resources Advisory Committee of the Imperial Institute; Sir Lionel Phillips, Bart., D.L., lately director of the Mineral Resources Development Department, Ministry of Munitions; Edgar Taylor, Esq., ex-president of the Institute of Mining and Metallurgy; Wallace Thorneycroft, Esq., president of the Institution of Mining Engineers.

Mr. Arnold D. McNair has been appointed secretary.

All communications regarding the bureau should be addressed to:—The Secretary, Imperial Mineral Resources Bureau, Holborn Viaduct Hotel, London, E.C.

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HOLD NATIONAL CONFERENCE ON SEPTEMBER 11

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4. Consideration of the recommendations of the Royal Commission respecting hours of labour.

5. Consideration of minimum wage laws.

6. Consideration of the recommendations of the Royal Commission that the findings of the commission be put into effect in all work controlled by the Government where the principle of democratic management can be applied.

7. Consideration of resolutions relating to any other features of the report of the Royal Commission on Industrial Relations.

8. Consideration of the labour features of the treaty of peace.

9. Consideration of any other proposals which may be introduced bearing on the relations of employers and employees.

Tender for Wharf.

Sealed tenders addressed to the undersigned, and endorsed "Tender for wharf at Anse aux Gascons, Que." will be received at this office until 12 o'clock noon, Thursday, August 14, 1919, for the construction of a wharf at Anse aux Gascons, county of Bonaventure, Que.

Plans and forms of contract can be seen and specification and forms of tender obtained at this Department, at the offices of the District Engineers, at Rimouski, Que.; Post Office Building, Quebec; Shaughnessy Building, Montreal, Que., and at the Post Office, Gascons, Que.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth 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 \$20, payable to the order of the Minister of Public Works, which will be returned if the intending bidder submit a regular bid.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, July 16, 1919.

Bounties on Petroleum.

The amount paid in bounties on crude petroleum (the only bounties now being paid) in 1918 was \$113,497 for 6,566,133 gallons, and for 1917, \$101,428 for 6,761,886 gallons, the total from 1905 to 1918 being \$2,791,937 on 183,462,142 gallons, as given in the Canada Year Book for 1918.

Canadian railways paid \$4,011,088.38 in taxes in 1918, as shown in the annual report of the Department of Railways and Canals.

TRADE OPENINGS IN NEW SERBIA

British Economic Mission Points Out Favourable Market

Openings for trade in which Canada might well participate are being more and more found, sometimes in unexpected places, in European countries. The Canadian Trade Commission quotes the following interesting facts from the report of the British Economic Mission in Serbia:—

"What Serbia needs Serbia is able to pay for. This may seem strange, but it is a fact that, apart altogether from indemnities for the damage done during the war, the peasant population and shopkeepers have plenty of money—in dinars and Austrian crowns. The explanation is simple. The people in the country during enemy occupation spent little or nothing on luxuries and all the while were receiving high prices for their goods and produce. They have sold, but not bought, and are now in a position to buy largely. Payment in a form acceptable to manufacturers would be a difficulty, and much benefit would follow the establishment of a local British bank. It is the intention of the Government to withdraw at an early date enemy paper money from circulation and to replace it with State paper money of the Kingdom of Serbia, Croatia and Slavonia (Jugo-Slavia). This state money will be in dinars and be under Government guarantee. The rate of conversion will be 30 dinars per 100 crowns. The total value of Austrian crowns now in circulation in the new kingdom is estimated at about eight milliards. Other arrangements are being made in regard to a central exchange office.

The population of old Serbia is about four millions, and of Jugo-Slavia ten millions. It is a backward country, but one with great possibilities. The people as customers incline, first of all, to England, and then to the Allied countries; falling England and the Allies, they must go back to those enemies with whom they used to trade, and by whom their methods are well understood.

If merchants and manufacturers wish to establish a footing in this market they must take steps at once to organize the necessary supplies."

Hudson Bay Railway.

During the year ended March 31, 1918, the grading of the entire line of the Hudson Bay railway from The Pas to Port Nelson was completed. The main line track, with necessary sidings for the operation of light traffic, extends from The Pas to the second crossing of the Nelson river at Kettle rapids, a distance of 334 miles. The total distance from The Pas to Port Nelson is 424 miles, therefore about 90 miles of line remain over which track has not yet been laid, as stated in the annual report of the Department of Railways and Canals.

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FOURTEEN YEARS CANAL TRAFFIC IN CANADA

The following table shows the traffic on the canals of Canada for the last fourteen years. It is taken from the annual report of the Department of Railways and Canals:—

	Tons.		Tons.
1905	9,371,744	1912	47,587,245
1906	10,523,185	1913	52,053,913
1907	20,543,639	1914	37,023,237
1908	17,502,820	1915	15,198,803
1909	33,720,748	1916	23,583,491
1910	42,990,608	1917	22,238,935
1911	38,030,353	1918	18,883,619

FACTS ABOUT CLAY BELT OF NEW ONTARIO

Account Given in Report of Country from Standpoint of Agriculture, Pulpwood and Lumber

CONDITIONS OF SOIL

The so-called clay belt in Northern Ontario and Quebec, is described in an official report, from the viewpoint of its agricultural and forest products value, as follows:—

"The country (east and west from Cochrane for about 200 miles) is slightly undulating, occasionally hilly, and sometimes, for considerable distances, flat. In spite of the many rivers and minor water courses the country is poorly drained.

"While a greater portion of the soil is of a clayey nature, the hills are largely sandy or gravelly deposits, glacial drift with small boulders, only occasionally does the rock come to, or near the surface, as exhibited in the few rock cuts on the railway line. The clay soil is however, by no means uniformly of the same character. It varies in texture, colour, character of admixtures, stratification, and chemical composition, and the depth, especially of the overlying muck or peat layers, varies, and therefore, is of varying agricultural value.

"The climate in this latitude is northern, with its usual short hot summer and long winter. Climatologically, the distribution of tree species also differentiates this section from that south of the height of land, namely, by the absence of red oak and sugar maple—a certain indication of difference of climate.

"Nevertheless, the more hardy root and grain crops mature. Abundant sunshine and sufficient rainfall during the growing season will produce excellent hay crops, and, when larger areas of the country are opened up to the warming sun, and are drained, some of the deep fertile soils may produce even less hardy crops.

FOREST CONDITIONS.

The whole country is densely wooded. Although there are twelve or thirteen tree species, black spruce, white spruce, balsam fir, tamarack, jack pine, cedar, red pine, white pine, aspen, balsam poplar, paper birch, black ash, mountain ash, found in this northern forest, practically only two species form the bulk of the composition, giving a very uniform aspect to the country, namely, the black spruce and the aspen. The presence of any of the other species is an indication of improved drainage conditions. Next to black spruce the most frequent and most important species is the aspen polar (here called whitewood) and as the drainage improves not only does this species improve in numbers and size, but also balsam of gilead (balsam poplar) white spruce and balsam fir appear. This latter, however, is not frequent. Cedar is rarely seen, and usually of poor development. Birch (paper) is also not frequent and less thrifty than the poplars. Jack pine occurs locally usually as indicative of over-drained gravelly soils, which it is apt to occupy exclusively. The next valuable of these rarer species, the white spruce, represents hardly 20 per cent of the spruces.

"The two important timber trees, white and red pine, occur in some very limited localities farther south. The sporadic occurrence of black ash is only of botanical interest.

"A very rough estimate of the occurrence of the different species would give 60 to 70 per cent to the black spruce, 10 to 15 per cent to the white spruce, about 15 to 20 per cent to the poplars and 5 per cent to the rest.

"While the country is densely wooded it is by no means all "timber." Indeed from the point of view of sawmill supplies, the woods are disappoint-

COAL FIGURES FOR MAY MUCH LOWER THAN 1918

The Dominion Bureau of Statistics issues the following monthly bulletin as a survey of the output of coal in Canada for May, 1919, as compared with May, 1918. The figures are in net tons.

In addition, the imports of bituminous coal for May, 1919, were 736,426, whereas May, 1918, shows 1,437,377. The imports of anthracite coal for May, 1919, were 461,701, and May, 1918, 465,561.

Districts.	Output for month of May, 1918.	Output for month of May 1919.
Sydney	375,120	288,468
Inverness	20,385	11,059
Port Hood	153	576
Pictou	47,009	43,305
Springhill	46,730	43,351
Joggins	20,180	17,074
Total for Nova Scotia	509,577	403,833
New Brunswick	23,209	11,090
Saskatchewan	21,479	17,819
Alberta bituminous	255,462	187,304
Alberta anthracite	12,141	—
Lignites.		
Pincher Creek	142	78
Lethbridge	57,526	41,342
Magrath	13	17
Milk River	342	133
Taber	4,962	1,783
Bow Island	313	194
Medicine Hat	201	331
Aldersyde	375	230
High River	19	—
Drumheller	43,636	17,884
Big Valley	1,927	254
Brooks	432	257
Hanna	1,249	532
Lacombe	456	121
Trochu	528	257
Three Hills	1,531	451
Carbon	259	—
Battle River	35	10
Camrose	1,722	2,007
Tofield	2,620	3,588
Clover Bar	7,516	9,771
Edmonton	4,542	1,087
Namoo	950	366
Cardiff	6,798	2,831
Wabamun	556	1,048
Pembina	5,952	9,068
Total for Alberta lignite	144,602	93,695
Grand total for Alberta	412,205	280,999
Crowsnest	77,819	49,201
Inland	12,711	6,041
Island	160,989	137,553
Total for British Columbia	251,519	192,795
Grand total for Canada	1,217,989	906,536

ing. Even for pulpwood the supply is not what the uninitiated may suppose.

"The early explorers travelled by canoe, and hence, reported only the better developed timber, of large-sized spruce, aspen, balsam poplar, which skirt the rivers on the well-drained portions in quarter to half mile belts, without realizing that, in the swamps beyond this belt, the bulk of the forest growth is black spruce of small size.

"Hardly 10 to 15 per cent of the forest is of the first class, i.e. containing sizes fit for logging. From 35 to 50 per cent of the area may, by picking, furnish small-sized pulpwood. From 35 to 45 per cent of the area is, from the standpoint of wood supplies, useless; it is either muskeg, near muskeg, or scrubwood of a size hardly fit for fuel."

The above is taken from a bulletin entitled "Conditions in the Clay Belt of New Ontario," by B. E. Fernew, L.L.D., issued by the Commission of Conservation.

NURSING SISTERS GET EXTENDED HOLIDAYS

Matrons and nurses in the service of the Department of Soldiers' Civil Establishment will in future be granted leave of absence for two weeks in every six months.

Ordinarily the civil service allowance for holidays makes provision for eighteen days' holidays in a year. This extension has, however, been made for those on the nursing staff in view of the arduous nature of their duties.

WORK BEGUN ON TIMBER SURVEY IN ONTARIO

Commission of Conservation Forest Engineers Commence Reconnaissance Work to find out Quantity of Standing Timber in Province

THREE YEARS' TASK

The Commission of Conservation which recently gave to the public a detailed report on the subject of the timber and pulpwood resources of British Columbia, the result of several years' work by the Commission's forestry experts, has sent the same specialists into the field to commence a survey of Ontario's forest wealth which will eventually result in a similar report, as stated by Mr. James White, Assistant to the Chairman, Commission of Conservation.

LAND CLASSIFICATION.

In addition to estimating the amount of standing timber in Ontario, and its location, the forest land will be classified as agricultural or non-agricultural so that the areas suitable for farming may be utilized for settlement, and the areas whose soil is adapted only to tree growth may be used for the raising of forests.

For the purposes of the survey, the province will be divided into five large drainage areas. These will be the southern portion of Ontario, the Ottawa valley, the Georgian Bay district, the lake Superior region, and the north.

It is stated by the Commission that no attempt will be made to cruise the whole province to secure an inventory of the timber, since a large proportion of this is in private holdings, for which the holders have detailed cruises. To supplement the data which is available, reconnaissance work will be carried on and a party is already in the field.

EXPERIENCED STAFF.

Mr. Roland D. Craig, F.E., of the Commission of Conservation, and late inspector of aeroplane spruce for the Munitions Board, will direct the work under the supervision of Dr. Clyde Leavitt, Chief Forester of the Commission. Mr. Craig was engaged for two years on the work of estimating the forest resources of British Columbia, in connection with the report which, as stated has just been published by the Commission. This report which enumerated the standing timber of British Columbia as 366,300 million feet board measure, was the first of a series of such reports containing the most accurate information possible to obtain, as to the extent of the forest assets of Canada.

The work of making a forest survey of Ontario is given additional importance by the fact that reliable information as to the commercial rating of the forests in the remote northern region of the province, is not available and the survey undertaken by the Commission will establish the true value of that vast district which covers in area the larger portion of the province.

LIMIT-HOLDERS WILL AID.

Three years is the approximate length of time to be given to the work of securing, and compiling the information, and preparing the report, it is stated by officials of the Commission. The Provincial Government of Ontario will render assistance to and co-operate with the Commission in every possible way, in the work, and it is expected that limit holders and sawmill operators in the province will freely furnish the data they have, with the understanding that all figures or other information of a confidential nature will be treated as such.

FREIGHT TRAFFIC ON RAILWAYS SINCE 1875

Annual Report of Railways and Canals has interesting Figures

The following table, from the annual report of the Department of Railways and Canals for 1918, shows the freight traffic over the railways of Canada from 1875 to 1918:—

Year	Tons of freight (2000 lbs.)
1875	5,670,837
1880	9,938,858
1885	14,659,271
1890	20,787,469
1895	21,524,421
1900	35,946,183
1905	50,793,957
1906	57,966,713
1907	63,866,135
1908	63,071,167
1909	66,842,258
1910	74,482,866
1911	79,884,282
1912	89,444,331
1913	106,992,710
1914	106,393,989
1915	87,204,833
1916	109,659,088
1917	121,916,272
1918	127,543,687

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RAPID GROWTH OF CHEMICAL INDUSTRY SHOWN IN REPORT

Over 500 Manufacturers of
Chemical Products Listed
in Directory Just Issued

GOOD PROGRESS MADE

Progress in the chemical industry of Canada is shown in the Directory of Chemical Industries in Canada, as of date January 1, 1919, prepared for the Honorary Advisory Council for Scientific and Industrial Research by the Dominion Bureau of Statistics and issued as a part of the Census of Industry.

The Directory contains a list of over 500 firms manufacturing chemical products in Canada. The following is the number of plants by provinces:—

Nova Scotia	30
Prince Edward Island	2
New Brunswick	20
Quebec	161
Ontario	293
Manitoba	38
Saskatchewan	8
Alberta	21
British Columbia	61

Total 634

DEVELOPMENT OF THE INDUSTRY.

The growth of the chemical industry in the Dominion is thus summarized in the report:—

The unprecedented demand for explosives and other munitions of war which are the products of chemical change, together with the decreased imports of chemical products from European countries has built up in Canada during the past four years a number of large industries employing thousands of workers, and unless many of these factories can find peace-time uses for their war-time products, much of the advantage we have gained in the way of commercial chemical progress will be lost. Already, many of the plants operated by the Imperial Munitions Board have been closed down, and in some instances dismantled. There remain, however, many plants in the chemical field, which are still operating, and there is room for yet others. Thus a review of what we have is primarily in order, so that we may understand wherein we lack and how best to build up a chemical industry compatible with our general industrial needs.

Progress in chemical industry in Canada can only be made with the co-operation of the representatives of capital supported by popular sentiment. The latter, as a force in the country, is often overlooked. In this regard, Canada may well take a page from the German note-book, as our neighbours to the south have done. In every land, where an industry of national importance is to be built up, the people must be educated to its importance and value. Exemplification of what has just been said is found in an extract from the report made by the Alien Property Custodian of the United States, in which, writing on the subject of "The Chemical Industry," he says: "It seems to have been regarded as the duty of a good German chemist in the United States to preach the doctrine of the invincibility of the German chemical industry, the impossible difficulty of the processes of many important dyes, and the hopelessness of procuring the necessary technically trained men and skilled labour outside of Germany." Canada has listened all too long to just such doctrine, but our successes in the chemical field during the war just closed have done much to instill ideas which lead a vigorous people to the accomplishment of great deeds.

Although we are not a nation of superlatives, we have in some of our resources and industries the "largest" and the "greatest." Possibly the most outstanding development in chemical lines during the war has occurred at Shawinigan Falls, Quebec. Here, on the St. Maurice river, has been constructed one of the largest power reservoirs in the world, second only to the great dam at Gatun. The city that has

HISTORY OF PASSENGER TRAFFIC BY PERIODS

The history of passenger traffic by periods in Canada since 1875 is given as follows in the Railway Statistics Report issued by the Department of Railways and Canals:—

Year.	Passengers carried.	Year.	Passengers carried.
1875	5,490,416	1911	37,097,718
1880	6,462,948	1912	41,124,181
1885	9,672,599	1913	46,203,765
1890	12,821,262	1914	46,702,280
1895	13,987,580	1915	49,322,035
1900	21,500,175	1916	49,027,671
1905	25,288,723	1917	53,749,680
1910	35,894,575	1918	50,737,294

grown up at Shawinigan is filled with the workers who are employed in the many and varied lines of endeavour utilizing the great resources of power held in check for the service of man. Here the world's largest glacial acetic acid plant was built for war purposes, an entirely new process beginning with acetylene having been developed. Acetone, paraldehyde, crotonaldehyde, mercuric oxide, and manganese acetate are now also produced. Here, to, magnesium of a purity ranging from 99 per cent to 99.9 per cent is made electrolytically from its fused salts. Aluminium, successfully made at Shawinigan, proved attractive, and now a second company, this time United States owned, has built a plant nearby.

At Niagara Falls, further utilization of the great water-power available has been made, much of it naturally going to power for lighting and heating. Besides this use there has been a further adaptation to the manufacture of fixed atmospheric nitrogen as cyanamide, the lime-nitrogen fertilizer, and its conversion into ammonium salts. Aluminous abrasives, ferro-silicon, and other electric-furnace products are native to Niagara and Shawinigan.

The water-powers of Ontario and Quebec have scarcely been touched as yet, and the magnificent resources of Manitoba and British Columbia in this regard still call their usefulness to a people only beginning to show appreciation of their potentialities. Our development and future in chemical industry do not entirely depend however, upon our utilization of water-powers. These have been mentioned because it is around them that the most spectacular development has taken place.

The demand for acetic acid and acetone, in the manufacture of munitions of war, stimulated the wood distillation industries of the country, and not only was the output of these products greatly increased, but acetic anhydride, methyl acetate, and special grades of acetone-alcohol and acetone oils were added to the list of products.

COAL TAR PRODUCTS.

Coal-tar products, including dyes, medicinals and fine chemicals for photographic and reagent purposes were almost entirely of German origin before the war. In the matter of coal-tar dyes alone, Germany supplied approximately nine-tenths of the world's needs. While it is not probable that we shall see a coal-tar dye industry built up in Canada, such have been started both in Great Britain and in the United States, and, in the course of a few years, it is hoped they will be able to compete successfully in the markets of the world. Some coal-tar medicinals have been made in Canada, and there seems to be a field for this line of work. Salicylic acid and the well-known acetyl derivative, better known as aspirin, are now made in Canada. Coumarin, benzoic acid, benzoate of soda, and benzaldehyde are more names taken at random from the list of new Canadian chemicals. The distillation of coal tar is carried on here more extensively, and new disinfectants, closely resembling former German products, are appearing from Canadian factories. A further use of coal-tar products is in the preservation of wood by creosoting and in the manufacture of tarred felts, as well as

the various grades of tar and pitch used in roofing, paving, waterproofing, and road treating. These products will need considerable advertising in order to bring to the attention of the Canadian people the fact that quantities of these supplies are now produced in this country.

Paints and varnishes are being made in increasing quantities, and at least one new lead-corroding works has been established.

In the field of heavy chemicals, where transportation charges often form the determining factor of costs, each country tends to supply its own needs, and the large quantities required enable the manufacturer to enjoy the benefits of "quantity production," which was so characteristic of the German dye and chemical houses. The demands of the war here led some of our older houses into new lines, for example, the manufacture of oleum for use in the making of high explosives. Several new acid plants have sprung up, and facilities for the production of sulphuric, nitric, and mixed acids have been largely increased. One firm in Canada now produces hydrofluosilicic acid, and still another picric acid. Soda ash, to, now has a Canadian home.

Mention has already been made of the increased production of acetic acid. Great quantities of this acid were used in the manufacture of cellulose acetate, the dope used in varnishing aeroplanes, and the usefulness of this lacquer is only now coming into popular appreciation. One Canadian firm has undertaken the production of lacquers for various purposes, and part of the plant is adapted to the refining of fusel oil and the preparation of amyl acetate.

Molybdic acid, which soared in price during the war, is now made in Canada and its ammonium salt is produced in the same plant.

Chlorates of soda and potash are listed as products of two Canadian firms, one of which also makes phosphorus, and the other produces perchlorates, in commercial quantities.

PROGRESS IN METALLURGY.

In metallurgy, and particularly in electro-metallurgy, much progress has been made. Silico-manganese for use in the manufacture of manganese steel, and high-grade ferro-silicon for the use

of the British Admiralty as a source of hydrogen were new lines developed by one firm as a war-effort. Many new electric furnaces have been installed, and the immensity of the output of steel under the direction of the Imperial Munitions Board is so well known as not to need more than passing mention here. The refining of Canadian nickel in Canada is at last being undertaken, and two large plants are under construction for this purpose. The refining of graphite has been the subject of considerable thought and expense, but so far has not been carried on with commensurate success. One firm expects to commence operations shortly, and another is under consideration.

Not a few still hold the opinion that we must look back to the period before the war as the foundation upon which to base our calculations for the period upon which we are entering. To a certain extent this is true. It must be remembered, however, that many other industries have laid aside their peace-time activities, and that the extent to which they will return to their pre-war production is problematical. The country is filled with new ideas, and cannot ever be just the same again.

It is shown that the imports for consumption of drugs, dyes and chemicals into Canada in the last fiscal year amounted to \$32,788,704, of which \$28,785,191 represents the value of chemical products imported from foreign countries, and \$4,003,513 the value of such products imported from British markets. In the same year, exports of Canadian chemical products to British and foreign countries amounted to \$17,053,074.

FUTURE OF THE INDUSTRY.

The report concludes with the following forecast of the future of the industry:—

"The energy and enthusiasm of the chemists of America is notable, and if manufacturers, representing the financial and natural resources of the country, and chemists, with their scientific training, urging their imagination and initiative, can pool their abilities for the common good, there will be built up in Canada in the years to come a chemical industry for which not only the chemists and manufacturers, but the people will have reason to be proud."

PUBLIC SERVICE OF RAILWAYS OF CANADA

The railways of Canada carried 50,737,294 passengers and 127,543,687 tons of freight in 1918, according to statistics compiled by the Department of Railways and Canals.

Electric Railway Earnings.

The gross earnings of electric railways in Canada during the fiscal year ended December 30, 1918, were \$24,299,889.69, and their operating expenses \$17,535,974.63. The rate of operating expenses to gross earnings was 72.16, as stated in the annual report of the Department of Railways and Canals.

War Savings Stamps not only save money but earn it.

MILEAGE INCREASE ON TRAMWAYS SINCE 1901

The table below shows the increase of mileage of Canadian electric railways since 1901, taken from the annual report of the Department of Railways and Canals:—

MILEAGE.	
First track mileage:—	
1901	*674'58
1902	557'59
1903	759'36
1904	766'50
1905	793'12
1906	813'47
1907	814'52
1908	992'03
1909	988'97
1910	1,047'07
1911	1,223'73
1912	1,308'17
1913	1,356'63
1914	1,560'82
1915	1,590'29
1916	1,724'71
1917	1,743'54
1918	1,616'36

*Including some second track.

POSITIONS VACANT IN CIVIL SERVICE

Trade Commissioner for Paris is Advertised for in List

Under date of July 10, the following list is also published by the Commission:—

A *Trade Commissioner for Paris, France; Salary, \$3,000 per Annum, with \$500 Living Allowance.*

I. A Trade Commissioner for Paris, France, Department of Trade and Commerce, at a salary of \$3,000 per annum with \$500 living allowance. Preference will be given to candidate with some experience as Junior Trade Commissioner or as Assistant to Trade Commissioner. They should be, preferably, business men of prepossessing personality, tact, fluency in conversation, facility in writing terse English, and ability to investigate and get accurate commercial information. They should have, preferably, a good knowledge of French.

A *Senior Construction Architect for Calgary Public Building; Salary, \$250 per month.*

II. A Senior Construction Architect for the Calgary Public Building, Department of Public Works, at a salary of \$250 per month. Applicants should be thoroughly competent architects with from 6 to 8 years experience as principal of an architectural firm or should have practised for themselves for a similar period, and should be accustomed to superintendence of construction. Applicants should be residents of the Province of Alberta.

An *Assistant Engineer for the Trent Canal; Salary, \$2,000 per Annum.*

III. An Assistant Engineer for the Trent Canal, during the construction of the Trent Canal, with head office in the City of Peterborough, Ont., Department of Railways and Canals, at an initial salary of \$2,100 per annum. Candidates should have education equivalent to graduation in engineering from a recognized Canadian University or Engineering College. They should have at least 8 years experience in general engineering work, including construction of works of considerable magnitude; it is desirable that this experience should have been, to a large extent, in canal and general hydraulic work; it should include surveys, preliminary estimates, construction, final estimates, designing, drafting, and general office work. Candidates should be accustomed to handling men and should be, at least, 30 years of age.

An *Assistant Astronomer, Dominion Observatory; Salary, \$1,800 per Annum.*

IV. An Assistant Astronomer for the Dominion Astronomical Observatory, Department of the Interior, at an initial salary of \$1,800 per annum. Candidates should be graduates of a university of recognized standing, with specialization in astronomy, in mathematics and in physics. They should have at least three years' experience as an observer or as a post-graduate student in astronomical research. They should have enthusiasm in their work, good constitution and good eyesight.

An *Investigator, Division of Road Materials, Department of Mines; Salary, \$1,600 per Annum.*

V. An Investigator, Division of Road Materials, Mines Branch, Department of Mines, at an initial salary of \$1,600 per annum. Candidates should be graduates in science or engineering of a recognized university and have had special training in highway engineering and the examination of road materials. They must have a practical knowledge, gained by several years of experience, in field and laboratory investigation, of problems in the use of naturally occurring road materials in their relation to factors and conditions affecting the highway construction situation in Canada. Reference to any reports the applicants have written should be given.

A *District Fruit Inspector for Quebec and Eastern Ontario; Salary, \$1,560 per Annum.*

VI. A District Fruit Inspector for Quebec and Eastern Ontario, Department of Agriculture, at an initial salary

1918 FIRE INSURANCE SHOWN BY FIGURES

The results of the operations in fire insurance during the year 1918 are shown by the following figures, taken from the annual report on insurance issued by the Department of Finance:—

	Premiums received.	Losses paid.	Ratio losses paid to premiums received.
	\$	\$	\$
Canadian companies.....	5,493,274	2,740,065	49.88
British companies.....	18,559,696	9,908,040	53.38
Foreign companies.....	11,680,413	6,637,610	56.83
Totals.....	35,733,383	19,285,715	53.97
Totals for 1917.....	31,246,530	16,379,102	

of \$1,560 per annum. Applicants should have education equivalent to High School graduation. They should have at least two years experience as Fruit Inspectors or in work of equivalent character and standard. They should have familiarity with the Inspection and Sale Act in so far as it relates to fruit and fruit packages. Candidates should be men of supervisory ability, tact, and good judgment.

A *Senior Fruit Inspector for Toronto, Department of Agriculture; Salary, \$1,500 per Annum.*

VII. A Senior Fruit Inspector for the City of Toronto, Department of Agriculture, at an initial salary of \$1,500 per annum. Candidates should have education equivalent to High School graduation. They should have at least three years experience in the growing, packing, and marketing of fruits. They should have a thorough familiarity with the Inspection and Sale Act in so far as it relates to fruit. They should have supervisory ability and keen powers of observation.

Three *Forest Assistants, Department of the Interior; Salary, \$1,320 per Annum.*

VIII. Three Forest Assistants, Department of the Interior, at initial salaries of \$1,320 per annum. Candidates should have education equivalent to a university course at a recognized school of forestry and should be well recommended by the staff of the school or by men who may have employed them in connection with forestry work. They must be between the ages of 21 and 45 and be physically fit for enduring hardships incidental to bush work. The appointees will be assigned to positions in the four western provinces.

An *Assistant to Superintendent of Experimental Farm at Agassiz, B.C.; Salary, \$1,200 per Annum.*

IX. An Assistant to the Superintendent of the Experimental Farm at Agassiz, B.C., Department of Agriculture, at an initial salary of \$1,200 per annum with an allowance of a house. Candidates should have education equivalent to graduation in Agriculture from a school of recognized standing, with specialization in Animal, Field and Cereal Husbandry, and must have given special attention to work with forage crops. They should be experienced in practical farming under British Columbia conditions. They should have ability to speak and write on agricultural topics.

A *Photographer for the Welland Canal Head Office Staff; Salary, \$1,200 per Annum.*

X. A Photographer for the Welland Canal Head Office Staff, Department of Railways and Canals, at an initial salary of \$1,200 per annum. Candidates should have had a public school or equivalent education. They should have had at least seven years experience in photographic work, and have a thorough knowledge of the use of the camera, developing plates and printing. Preference will be given to candidates who have had experience in taking views of public works for the purpose of recording the progress of the work and in the photographic and blue printing department of a large Railway, Bridge, or Engineering Construction Company's office. Candidates must be at least 30 years of age.

General Directions.

The salaries for the above positions will be supplemented by such bonus as may be provided by Parliament.

Selections for eligible lists of applicants qualified to fill similar vacancies which may occur in future may be made from applications for these positions.

According to law, preference is given to returned soldier applicants possessing the minimum qualifications. Returned soldiers must furnish a certified copy of their discharge certificates, or in the case of commissioned officers, a certified statement of their military services.

In the case of positions numbers 2, 3, 6, 7, 8, 9 and 10, preference will be given to residents of the provinces in which the vacancies occur.

Application forms properly filled in, must be filed in the office of the Civil Service Commission not later than August the 8th. Application forms may be obtained from the Dominion-Provincial Employment Offices, or the Secretary of the Civil Service Commission, Ottawa.

By order of the Commission,

W. FORAN,
Secretary.

Ottawa, 10th July, 1919.

EMPLOYMENT OFFICES AND RE-ESTABLISHMENT

Co-operation with Department of Labour has shown Useful Results

Through co-operation with the Labour Department the Information and Service Branch of the Department of Soldiers' Civil Re-establishment has opened employment offices in eighty-nine centres throughout Canada.

Here men who have themselves seen service overseas meet with the returned men. Labour scouts work in connection with each office, whose duty it is to keep in continual touch with employers and seek opportunities for employment, says a report issued by the Department of Soldiers' Civil Re-establishment.

All returns are turned in weekly to the head office of the Information and Service Branch at Ottawa, from whence they are tabulated and followed up in various ways. Returned men are connected with this end—men who have business and professional experience, men who understand the labour market and the needs of both employers and workers—so that a sympathetic understanding of the whole situation is established throughout the entire organization.

In all governmental and civic departments, and many private concerns, the returned soldier who is so fitted has the first choice to-day of any vacant position. Outside of these a united effort is being made to conserve all employment in Canada for Canadian labour with the slogan "Returned men first!" The method adopted is complete and harmonious co-operation between the Department of Soldiers' Civil Re-establishment, the Department of Labour and the immigration authorities.

At one time it was permissible, owing to labour shortage, for firms having

vacancies in certain skilled trades unable to be filled in Canada to import help, with the sanction of the immigration authorities, from the United States. To-day every request for such importation is most carefully checked up and in every instance refused by the Immigration Department until they are satisfied by the Department of Labour and the Department of Soldiers' Civil Re-establishment that no returned man or Canadian citizen is available to fill such a position, and in almost every case it has been found that, given a few days for linking up inquiries under the new exchange system of interprovincial and Dominion controlled exchanges, the right men are found within the borders of Canada.

GOT MEN IN CANADA.

To give a recent case of how this works out, a well-known Montreal firm engaged in the manufacture of leather goods recently applied for permission to import three men from the United States as japanners upon leather work. These are the men who put the finishing touches to the upholstering leather used in railroad coaches, automobiles, etc. It was claimed by the firm that, as this work was a very important branch of the trade, and only acquired by few men in Canada, it was impossible to fill the demand here.

The immigration authorities, however, were not satisfied that every effort had been made and held the request over for a week, immediately communicating with the Department of Labour. The latter department at once sent out a request to every employment office for japanners, with the result that within a few days four men skilled in this trade were found in Vancouver, and the manager of the firm was satisfied that he did not in this instance need to go outside Canada to engage help, and was so delighted that he took the four men where previously he had only asked for three.

A second service of extreme value to the returned man which comes about through this co-operation between the several departments lies in the suggestion which such research opens up for the Department of Soldiers' Civil Re-establishment as to the best fields of opportunity for retraining ex-soldiers. In the case of the japanners just mentioned, so great is the scarcity that the manager of the firm referred to stated: "We have hitherto considered it impossible to get men for this work here. I and my competitors will take all the men trained in this line that you can send to us."

Assisted fares for those whom the employment offices find jobs in other parts of the country have done a great deal towards relieving unemployment in various sections. A man travelling, for instance, from New Brunswick to Alberta is thus relieved of fully three parts of the payment of an expensive railway journey.

The returned men who man the employment offices run by the Information and Service Branch of the Department of Soldiers' Civil Re-establishment are full of enthusiasm and keen in the service of their fellows.

Milk Deliveries.

For all Canada the total deliveries of milk in 1917 at the dairy factories amounted to 2,902,564,856 pounds, as compared with 2,600,542,987 pounds in 1916 and 2,630,001,765 pounds in 1915, as stated in the report on dairy factories for that year, issued recently by the Dominion Statistician.

Average Price of Butter.

For Canada the average wholesale price of creamery butter works out to 39 cents per pound for 1917, as compared with 33 cents per pound in 1916 and 30 cents in 1915, as stated in the report on dairy factories for 1917, published by the Dominion Bureau of Statistics.

War Savings Stamps not only save money but earn it.

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EXTRACT FROM ORDER IN COUNCIL No. 2206.
 "The Committee of the Privy Council further observes that as this war is being waged by the 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."

VOTE AIR BOARD CURRENT EXPENSES
Salaries of Staff and other Expenses met by Order in Council

Certain sums of money out of the appropriation of \$250,000 for the Air Board have been placed at the disposal of the Board by an Order in Council, with attached memorandum, passed on July 14, as follows:—

The Committee of the Privy Council have had before them a report, dated 9th July, 1919, from the Right Honourable the Prime Minister, submitting, in the absence of the Chairman of the Air Board, the attached memorandum containing a request that the sums therein mentioned should be placed at the disposal of the Air Board and recommending that the said request be approved. The Committee concur in the foregoing recommendation, and submit the same for approval.

RODOLPHE BOUDREAU,
 Clerk of the Privy Council.

MEMORANDUM.

1. The Air Board has carefully considered what organization will be immediately necessary for the purpose of taking over the flying machines, etc., now under the control of the Department of Militia and Defence, the Department of the Naval Service, and the War Memorials Commission, and for the purpose of administering the Air Navigation Regulations, which will, doubtless, be founded upon those recently adopted in Great Britain.
2. The Board proposes to proceed immediately to the appointment of the three principal departmental officers, namely, a secretary, a superintendent of the certificate branch, and a superintendent of flying operations, and expects to obtain the benefit of the suggestions of the individuals appointed to these positions in the selection of those few subordinate officers who, in the opinion of the Board, are likely to be immediately necessary. The Board has been in communication with the Civil Service Commission on this subject, and the proposals of the Board have the Commission's full concurrence.
3. The Air Board has the honour to request that, out of the appropriation of

TEN-YEAR STORY OF CANADIAN WHEAT CROP

Year,	Acreage harvested.	Average Yield per Acre.	Production.	Weight per measured Bushel.	Average Farm Price per Bushel.	Farm value.	Domestic exports including flour, fiscal year beginning April 1 of indicated year.	Per cent of Crop exported.
	Acres.	Bush.	Bush.	Lb.	Cts	\$	Bush.	%
1908..	6,610,300	17.00	112,434,000	59.10	0.81	91,225,000	*56,958,599	54.6
1909..	7,750,400	21.51	166,744,000	59.83	0.84	141,320,000	*63,529,456	38.0
1910..	8,863,151	14.89	132,048,782	59.77	0.75	99,530,000	*59,522,322	45.0
1911..	11,100,673	20.80	230,924,000	59.42	0.64	148,123,000	*81,291,048	35.2
1912..	10,996,700	20.38	224,159,000	59.02	0.62	139,090,000	*113,317,202	50.5
1913..	11,015,000	21.04	231,717,000	60.36	0.67	156,462,000	*142,171,402	61.3
1914..	10,293,900	15.67	161,280,000	59.49	0.22	196,418,000	*94,193,901	58.4
1915..	15,109,415	26.05	393,542,690	60.19	0.91	356,816,900	*186,546,432	47.4
1916..	15,369,709	17.10	262,781,000	57.10	1.31	344,096,400	*223,059,599	84.8
1917..	14,755,850	15.75	233,742,850	59.46	1.94	453,038,600	*195,082,203	83.4
1918..	17,353,902	11.00	189,075,359	59.44	2.02	381,677,700	*82,759,471	43.8

\$250,000 made by Parliament, there be presently placed at the disposal of the Board the sums following:—
 1. Salaries of staff, from 1st August to 31st March . . \$20,000
 2. Equipment of offices 2,000
 3. Travelling expenses 3,000
 4. Maintenance of machines and aerodromes 10,000
 5. Experimental flying 5,000
 Total \$40,000

4. The Board proposes, as on the advice of the technical staff the duties become better defined and its plans developed, to request further authorizations indicating the purposes to which the monies are to be devoted.
 (Sgd.) O. M. BIGGAR, Lt.-Col., Vice-Chairman.

ALLOWS INCREASE IN STRENGTH OF R.N.W.M.P. Force to Muster 2,500 of whom 1,870 are to be mounted

Authority to further increase the strength of the Royal Northwest Mounted Police Force to 2,500 non-commissioned officers and constables is contained in an Order in Council passed on July 14, as follows:—

The Committee of the Privy Council have had before them a memorandum, dated 10th July, 1919, from the President of the Privy Council, submitting a report of even date from the Comptroller of the Royal Northwest Mounted Police. The Minister concurs in the said report and recommends that under Section 8 of the Royal Northwest Mounted Police Act, as amended by Section 4, Subsection (1) of "An Act to amend the Royal Northwest Mounted Police Act," authority be given to further increase the strength of the Royal Northwest Mounted Police Force to 2,500 non-commissioned officers and constables.

The Minister further recommends that 1,870 of the men shall be mounted, in accordance with the provisions of Section 8 of the Royal Northwest Mounted Police Act, as amended by Subsection (3) of Section 4 of "An Act to amend the Royal Northwest Mounted Police Act."

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

RODOLPHE BOUDREAU,
 Clerk of the Privy Council.

War Savings Stamps pay 4½% compounded half-yearly.

REPORT SHOWS TOTAL KILL OF MEAT ANIMALS

More Cattle Slaughtered in 1918 but Decrease in Kill of Sheep and Swine

INCREASES IN WEST
 The total slaughter of meat-producing animals in Canada during the year ending March 31, 1918, as shown in the report of the Veterinary Director General for that period, issued by the Department of Agriculture, is as follows:—

Cattle	739,085
Sheep	336,897
Swine	2,129,682

This shows an increase in cattle slaughtered, over the preceding year, of 90,226 head, or 13.90 per cent; a decrease in kill of sheep of 79,678 head, or 19.12 per cent; and a decrease in the slaughter of hogs of 115,829 head, or 5.16 per cent.

The percentage of slaughter for each province to the total kill for all Canada was: In Ontario—Of cattle, 45.33 per cent; of sheep, 47.22 per cent; and of swine, 58.94. In Quebec—Of cattle, 23.84; of sheep, 27.60; of swine, 13.56. In Manitoba—Of cattle, 14.27; of sheep, 4.23; and of swine, 9.30. In Saskatchewan—Of cattle, 2.37; of sheep, 1.33; and of swine, 1.80. In Alberta—Of cattle, 10.74; of sheep, 7.64; and of swine, 14.4. In British Columbia—Of cattle, 2.97; of sheep, 3.11; and of swine, 1.60. In New Brunswick—Of cattle, 0.04; of sheep, 3.39. Nova Scotia—No percentages. Prince Edward Island—Of cattle, 0.44; of sheep, 5.48; and of swine, 0.76.

In cattle, Quebec and New Brunswick are the only provinces showing a decrease; the others all show increases. In sheep, New Brunswick and Prince Edward Island show an increase, while the other provinces show large decreases. In swine, the three Prairie Provinces are the only ones to show an increase in hogs, all the others being below last year. The four western provinces increased their percentage of slaughter for all animals killed, except Alberta in sheep and British Columbia in sheep and swine. Ontario increased its kill of sheep by 7 per cent, while cattle and swine are about the same as last year. Quebec is below last year in cattle, sheep, and swine, 5, 2.75, and 1.50 per cent respectively, as stated in the report.

AMOUNTS PAID BY BENEFIT SYSTEMS OF ORGANIZED LABOUR

Nearly \$17,000,000 Expended by Various Labour Bodies on Account of Benefits in 1918

DISBURSEMENT FIGURES

The benefit systems of organized labour bodies entail the expenditure of very large sums of money. The large number of international organizations operating in Canada pay benefits of one class or another, and so far as known the demands made upon them are promptly met, as stated in the eighth annual report on Labour Organization in Canada, published by the Department of Labour.

Of the 96 international organizations operating in the Dominion, 74 have beneficiary features of a varying nature. Death benefits were paid by 58, unemployed benefits by 13, strike benefits by 53, sick and accident benefits by 24, and old-age pensions by 2.

INCREASE FROM 1917.
 The total expenditure by the various central organizations on account of benefits during the year 1918 amounted to \$16,802,092, an increase of \$3,626,713 as compared with the expenditure for benefits for the year 1917. In addition to the benefits paid, many international organizations made contributions to other unions, the sum aggregating \$94,283. The disbursements for each class of benefit were as follow:—

Death benefits	\$12,679,934
Unemployed and travelling benefits	91,372
Strike benefits	1,973,418
Sick and accident benefits	1,294,268
Old-age pensions	763,100

Seven of the non-international organizations made payments on account of benefits, the total being reported as \$16,895, an increase of \$499 over the expenditure for 1917. The largest disbursement was made by the Federated Association of Letter Carriers, which body paid out \$9,750 for death benefits, the remaining \$7,145 being disbursed by the other six organizations.

CLASSES OF BENEFITS.
 The expenditure of the local branch unions in Canada among their own members, in addition to what may have been received from headquarters, for the year 1918 amounted to \$431,504, an increase of \$118,388 over 1917. The payments on account of each class of benefits were as follow:—

Death benefits	\$170,576
Unemployed benefits	6,573
Strike benefits	71,071
Sick benefits	129,093
Other benefits	54,191

ORGANIZED LABOUR AND WAR LOANS

A total of 26,438 Canadian trade unionists, besides 692 reservists who had rejoined their regiments on the outbreak of war, enlisted for military service, as stated in the eighth annual report of Labour Organization in Canada, issued by the Department of Labour, which says:—
 "The efforts of the Canadian and United States Governments in raising money for the furthering of their war activities have also been supported by the labour organizations operating on the North American continent. From returns received in the department it is learned that the international bodies subscribed \$753,600 to Canadian war loans and \$37,496,388 to United States bonds, a total of \$38,249,988. Two of the purely Canadian labour bodies subscribed for a total of \$14,700 of the Dominion issues.

25 cents buys a Thrift Stamp.

LABOUR ORGANIZATION IN THE DOMINION SUBJECT OF REPORT

*Rapid Growth of Trade Union
Membership shown by Data
given out by Department of
Labour*

248,887 ON ROLLS

That the membership of all classes of trade unions in the Dominion is 248,887, comprised in 2,274 branch unions, is stated in the eighth annual report on Labour Organization in Canada, for the calendar year 1918, published recently by the Department of Labour. The following information as to labour organization in the Dominion is taken from the report:—

INCREASE IN LABOUR RANKS.

"The marked increase in Canadian trade union membership recorded in 1917 was surpassed in 1918, and indicates a rapidity of growth probably without precedent in the history of organized labour of the Dominion. Information gathered for the Eighth Annual Report on Labour Organization in Canada, dealing with the activities for the year 1918, shows that the varied ramifications of organized labour of the country have been extended considerably during the year. At the end of 1913 trade union members in Canada numbered 175,799. The two following years showed a decline of 32,456, reducing the membership to 143,343. In 1916, although there was a loss of 41 local branches, the membership figures showed a gain of 17,064, increasing the total to 160,407. The year 1917 showed a substantial increase of 44,223 members, bringing the total to 204,630, comprised in 1,974 local branches, a gain in branches for the year of 132. During 1918 the activity of the previous year was continued, nearly all of the trade union organizations increasing their membership. At the close of 1918 the membership for all classes of trade unions in Canada was 248,887, comprised in 2,274 branch unions, a total increase for the year of 44,257 in membership and 300 in local branches.

GROWTH OF AMERICAN UNIONS.

"It will perhaps be interesting to look, as far as information will permit, at the situation elsewhere with respect to trade union organizations. In the United States the ranks of organized labour show a material increase during 1918. Reports received from 96 international organizations indicate a gain of 908,649, bringing the international membership to 4,359,386. In addition to the bodies having affiliation in Canada, there are 47 organizations whose operations are confined to the United States, and for which no reports have been received. It is therefore not possible to give the exact membership in the United States for all labour bodies, but it will be necessarily in excess of the figures above mentioned. The American Federation of Labour, the main labour body in the United States, reports a large increase in its following, the membership at the close of the year being over 3,000,000, a gain of approximately 273,522 since the close of its fiscal year on April 30, 1918; it will, however, be remembered that the American Federation does not include the membership of all railroad organizations. In Great Britain, too, trade union membership showed a marked increase during the year, reports at the 1918 convention of the British Trade Union Congress showing 4,532,085 members in affiliation, an increase for the year of 1,449,733.

"In addition to the international organizations having branches in the Dominion, there are thirteen bodies classed as non-international, having between them 332 local branches, with a combined membership of 37,928, an in-

MUCH TRAFFIC THROUGH CANALS OF DOMINION

Volume and Distribution of Canal Traffic (from the Annual Report of the Department of Railways and Canals).

	Tons.	Increase.	Decrease.
	Tons.	Tons.	Tons.
Sault Ste. Marie.....	12,913,711		2,533,381
Welland.....	2,174,298		316,244
St. Lawrence.....	3,031,134		360,010
Chambly.....	369,186		65,632
St. Peter's.....	59,716		2,538
Murray.....	44,735		12,868
Ottawa.....	167,170		47,665
Rideau.....	54,136		30,413
Trent.....	64,893	15,969	
St. Andrew's.....	4,640		2,534
Total.....	18,883,619	15,969	3,371,385

GROSS TRAFFIC SINCE 1915.

	Tons.		Tons.
1905.....	9,371,744	1912.....	47,587,245
1906.....	10,523,185	1913.....	52,053,913
1907.....	20,543,639	1914.....	37,023,237
1908.....	17,502,820	1915.....	15,198,803
1909.....	33,720,748	1916.....	23,583,491
1910.....	42,990,608	1917.....	22,238,935
1911.....	38,030,353	1918.....	18,883,619

crease for 1918 of 88 branches and 5,585 members. Besides unions having either international or non-international affiliation, there are 45 independent units in the Dominion, 27 of which report a membership of 9,527, a gain of 2,136 as compared with the reported membership from 28 independent units in 1917.

"The Trades and Labour Congress of Canada is the most representative labour organization in the Dominion, and though not in itself international, is closely identified with the international labour movement. The Congress is recognized by the international organizations having local branches in Canada as the legislative mouthpiece of organized labour in the Dominion, 54 of the more important of which have affiliated the whole of their Canadian membership, numbering 93,217, and comprising 1,265 local branches. The Congress is given similar recognition by the American Federation of Labour, which body has for many years contributed \$500 towards the legislative expenses of the Canadian body. Many of the international organizations having branches in Canada have Canadian officials to watch over the affairs of the union in the Dominion, and these officers, who are usually members of local branches in Canada, are as a rule in close touch with the officers of the Trades and Labour Congress. In some instances, where the office of Canadian representative is an elective one, only members of local branches in Canada are eligible.

PROVINCES AND CHIEF CITIES.

The province of Ontario contains 926 of the local branch unions in the Dominion, 670 of which report a membership of 62,605; Quebec, which stands second as to local branches with 366, had 201 report a membership of 48,570; British Columbia occupies third place with 252 branches, of which 182 reported a membership of 27,216. The figures for the remaining provinces are as follow: Alberta, 208 unions, 158 reporting 13,987 members; Manitoba, 153 unions, 105 reporting 15,353 members; Saskatchewan, 131 unions, 110 reporting 6,319 members; Nova Scotia, 128 unions, 92 reporting 18,058 members; New Brunswick, 90 unions, 70 reporting 7,944 members; Prince Edward Island, 7 unions, 5 reporting 276 members.

The number of cities in the Dominion, each with more than 20 local branches, has increased from 21 to 31; these cities comprise 42 per cent of the branches reporting membership, and represent approximately 57 per cent of the entire trade union membership in Canada. Montreal leads the cities with

149 local branches, 106 of which reported 32,422 members; Toronto occupies second place with 128 branches, the membership of 82 which reported being 18,834; Winnipeg comes third with 91 branches, of which 56 reported 12,050 members. Other cities in order of number of branches are: Vancouver, 87 branches, 65 reporting 15,459 members; Hamilton, 60 branches, 49 reporting 3,596 members; Ottawa, 60 branches, 44 reporting 5,043 members; Quebec, 54 branches, 36 reporting 6,894 members; Edmonton, 53 branches, 44 reporting 3,306 members; Calgary, 52 branches, 38 reporting 3,001 members; London, 51 branches, 37 reporting 3,613 members; Victoria, 45 branches, 34 reporting 5,584 members; Regina, 31 branches, 23 reporting 1,043 members; Port William, 30 branches, 20 reporting 1,908 members; Saskatoon, 29 branches, 24 reporting 1,417 members. The remaining 17 cities have 407 branches between them, of which number 304 reported a membership of 27,847.

CANADA LARGELY INTERNATIONAL.

The bulk of the organized workers in the Dominion are, as those following the trade union movement are aware, closely connected with the international organizations whose jurisdiction cover the whole of the North American continent; but there is a minority identified with what are in this report termed "non-international" bodies. There are on the continent 96 international organizations having one or more local branches in Canada, and between them comprising 1,897 of the branch unions in the Dominion, a gain of 195 over the number recorded in 1917. The membership reported from the respective headquarters for the year 1918 was 201,432, an increase of 36,536. The names, in alphabetical order, of fifteen international unions having each a membership in Canada of over 5,000 and representing a total membership in the Dominion of 128,677, contained in 979 local branch unions, are given in a table which appears in another column. There are in all operating on the North American continent 143 national and international organizations, and of these 112 are in affiliation with the American Federation of Labour. Of the bodies connected with the American Federation of Labour, 87 have one or more local branches in Canada, while of the 31 unions not affiliated with the American Federation, nine have Canadian branches.

Are you buying W.S. Stamps?

TRACK LIFTED FOR MILITARY USE AT FRONT

*Over 23,000 Tons of Steel
From Roadbeds in Canada
Shipped Overseas*

ENGINEER'S REPORT

The following is the report of Alex. Ferguson, engineer in charge of lifting rails for war purposes:—

On the 21st of May, 1917, instructions were given to proceed with the work of lifting track from the roadbeds of the Grand Trunk Pacific and Canadian Northern railways between Imrie and Resplendent, Alta., in order to provide steel rails for the use of His Majesty's armies in France, as authorized by Order in Council No. 1395, dated May 18, 1917.

An organization was immediately created, and the work of lifting track and of transforming the two lines into one commenced.

The Grand Trunk Pacific track between Imrie and Leaman Junction, 13.6 miles; between Obed and Pochontas, 42.25 miles; and between Gelkie and Resplendent, 34.8 miles, was lifted and the rails and angle bars shipped to Three Rivers for shipment to France.

The Canadian Northern track between Leaman Junction and Obed, 79.9 miles, and between Snaring Junction and Gelkie, 22.05 miles, was lifted and the rails relaid on the Grand Trunk Pacific roadbed between Leaman Junction and Obed, and between Snaring Junction and Gelkie, thus releasing the Grand Trunk Pacific rails and fastenings for war purposes as required by the Order in Council.

TAKEN FROM SPUR LINES.

The track of the Grand Trunk Pacific between Pochontas and Snaring Junction was lifted and relaid partly with 60-pound steel and partly with 80-pound Canadian Northern steel in order to release the Grand Trunk Pacific steel for shipment to France, and at the same time preserve rail connection with the coal mines at Pochontas. This portion of the Grand Trunk Pacific line is being operated as a spur and is, as yet, considered merely temporary. A rearrangement of the main lines may be found necessary and in the interests of economy.

The first shipment of steel rails for Three Rivers left Edmonton on the 17th of June, 1917, and the last on the 26th of October, 1917. The total shipments amounted to 23,408 gross tons of rails and 1,110 gross tons of anglebars.

During the months of October, November, and December a considerable amount of work was done on the construction of highways between Otley and Carrot Creek and between Peers and Fulstow in order to give the settlers access to the Grand Trunk Pacific line. Before the close of the fiscal year arrangement were made for the completion of these roads and for the construction of a roadway from Rosevear on the Grand Trunk Pacific to Horner.

The account is taken from the annual report of the Department of Railways and Canals.

Accidents on Railways.

In accidents on Canadian railways in 1918, one in every 1,585,540 passengers was killed and one in every 157,569 injured, as shown in the report on railway statistics for that year, issued by the Department of Railways and Canals.

Cost of Ties Higher.

In 1911 the average cost of railroad ties in Canada was 43.8 cents, and in 1918 the average cost was 60.3 cents, as stated in the annual report of the Department of Railways and Canals.

PENSIONS STILL WAITING

There are many additional names of soldiers by whom pensions might be claimed. The numbers given with each name should be quoted in replying to the Board of Pensions Commissioners at Ottawa. The Board has issued the following list of last known addresses of claimants who cannot be traced:—

Pte. Joseph Barge, 157th Battalion (110730).
 Pte. James Vann, 12th D.D. and 217th Battalion (115898).
 Pte. W. J. Walker, 2nd Battalion C.G.R. (56024).
 Pte. W. E. Fowler, C.A.S.C. and 171st Battalion (22038).
 Pte. Thos. Aspinall, 125th Battalion (111344).
 Pte. Clarence Bell, 1st Reserve Battalion (120824).
 Pte. Alex. Marchenia, 3rd Reserve and 172nd Battalions (116647).
 Pte. Robt. J. Dobson, 3rd Reserve Battalion (126379).
 Pte. Thos. Pilling, F Unit M.H.C.C. and 34th Battalions (34289).
 Mrs. Adeline Nolan, grandmother and guardian of children of Pte. Austin Hugh Slade, 28th and 106th Battalions (36558).
 Pte. George G. Coomb, C.M.G. (114434).
 Pte. Allister Bodnaruk, No. 3 C.C.D.D. (112737).
 Spr. C. G. Hendrickson, C.E. (113285).
 Pte. Claude De Witt, 13th C.R.T. (114587).
 Spr. Charles W. Cann, No. 7 D.D. (119284), (7324G).
 Pte. Geo. W. Metcalfe, No. 3 D.D. (59529).
 Pte. Arthur Gaskin, 135th, 116th, Battalions and 2nd C.O.R.D. (23062).
 Spr. Fred Gullett, 211th Battalion (100652).
 Pte. Rupert Morton, 36th Battalion (123050).
 Pte. Fred Barney, 1st C. O. E. D. (121191G).
 Spr. Emile Maurice, No. 4 D.D. 228th Battalion (46931).
 Pte. John Guerin, C.F.C. (62743).
 Pte. J. Brooks, 68th Battalion (115918).
 Pte. Geo. Keith, No. 12 D.D., late 46th Battalion (103401).
 Pte. Jas. P. Cummings, 138th and 31st Battalions (116116).
 Pte. James B. Clewitt, H Unit M.H.C.C. and 96th Battalion (19393).
 Pte. Joseph O'Reilly, C.G.G., C.O.M.F. (108172).
 Pte. Thos. Campbell, 38th, late 97th Battalion (27590).
 Pte. John S. Grove, 128th Battalion (117662).
 Pte. Joseph V. Grinsven, 4th, late 138th Battalion (53328).
 Sgt. D. W. McCormick, 66th Battalion (110889).
 Pte. G. H. Campbell, N.S. Forestry Battalion (110273).
 Lt. Ralph Lewis, 25th and 1st Battalions (36181).
 Pte. Newton M. Usher, 237th Battalion (113144).
 Pte. J. F. James, 18th Battalion (123089).
 Gnr. Sam. Hill, 40th Battery (126220).
 Pte. Chas. G. Averill, 172nd, late 47th Battalion (38035).
 Pte. Edward J. Hixon, 45th Battalion (22598).
 Pte. P. Griffin, C.A.M.C. (119323).
 L.-Cpl. Sam G. Cramb, No. 2 D.D., late 176th Battalion (51642).
 Pte. Clyde J. Smith, No. 10 D.D. (56290).
 Pte. Geo. O'Connor, 144th Battalion (120523).
 L.-Cpl. Alfred Rowley, C.M.P.F. (118040).
 Leading-Seaman Fred Chandler, H. M. C. S. Grilse (48756).
 Pte. E. Jensen, 11th C.E.R. (114104).
 Pte. W. Cleary, 107th Battalion (116713).
 Lt. Wm. J. Moffat, 10th C. G. R. (106943).
 Pte. James A. MacGowan, 82nd Battalion (116750).
 Spr. A. Cormier, G. R. T. (119331).
 Pte. Fred E. Roswell, 79th and 52nd Battalions (21679).
 Pte. Hubert J. Pick, 5th C.M.R. (29512).

BOARD'S JUDGMENT WILL ALLOW INCREASED RATES

Chief Commissioner in Summing Up Express Companies' Application Takes Producer, Consumer and Shipper into Consideration

The Board of Railway Commissioners has issued its judgment on the application of the express companies for increases in rates, and of municipalities for increased delivery areas. The judgment is long and exhaustive, covering some ninety-three typewritten pages.

The chief contest that arose was with reference to commodity rates under which perishable foods moved in bulk. On this question the Board's judgment, which is written by the Chief Commissioner, is as follows:

"I am ready to admit that the value of all the commodities has very greatly increased since commodity rates first came in, and that one of the elements in rate making relates to the value of the commodity carried and to the increased risk undertaken. As against the shippers and vendors of these articles of daily necessity, there is no difficulty in the express companies justifying a reasonable increase. I do not think, however, that the matter ought to be so considered at the moment. The companies will obtain a fair measure of increase in their first class and second class rates. That increase it is hoped will prove sufficient to properly maintain the companies and the business; but whatever increase is placed on these commodities would form a reason (a comparatively small one, it is true, in most instances, but still a reason) for further increases in the charge made to the consumer. In the past experience it would appear that the increase in charge to the consumer would be much greater than the increased cost per pound or per pint of the commodity. The cost of living is still mounting. As I see it, it is not to the public interest, and not in the interest of the express companies themselves, to afford the excuse that a raise in the price of transportation of these essential commodities would give for still higher charges against the public. Over and above the essential interest of the consumer, a further and very real ground for withholding increases in these commodity rates, unless it proves to be absolutely necessary, lies in the position of the producer. The commodity rates are the producer's rates. He produces in quantity and ships in bulk. On the pound unit of production his resultant profit is small. His costs have greatly increased. I would dismiss the companies' applications, in so far as the commodity rates are concerned, entirely."

The judgment finds that the railways and express companies are carrying on business at a large loss. In order to increase receipts and make good this loss, increases are allowed in the general merchandise scale, and in the special scale "N." The increases in the general merchandise scale amount to, taken over the whole country, an average increase of 45.94 per cent in Eastern Canada, 23.75 per cent on the Prairies, and 11.48 per cent in British Columbia.

The higher rate of increase in Eastern Canada results from the abolition of discriminatory rates and extending similar treatment to all districts. The result, having regard to the express rates in the three different sections of the country, is as follows:—

At the present, express rates on the Prairies average 39.55 per cent

higher than those of Eastern Canada; they become only 17.88 higher. The present rate in British Columbia averages 29.29 per cent over the Prairie rate; this percentage will be reduced to 15.01.

The increases in scale "N" are tempered by changes in the basing and graduate tables, and the reduction from the first class by absolute instead of average deductions. The result of the increase in this scale will be to increase the cost per pound by one-fifth of a cent for the 50-mile distance, and for a movement of 450 miles to increase the cost of transportation two-fifths of one cent per pound. In like manner the increase per dozen eggs in shipments of two cases and upwards (the usual shipment) is approximately one-third of a cent, the actual increase being 0.366 of one cent, and on a movement of 450 miles the increase is not quite three-quarters of a cent, the exact figure being 0.73 of one cent.

The companies' wagon service is materially extended and on the basis of population, thus relieving many populated districts of Montreal, Toronto, and other cities that have not had the benefit of a wagon service. Over and above this, however, a radical change is made as to the companies' tariffs, as they will have in the future to carry goods at a lower rate when originating in or being delivered to points without wagon service, thus removing a discrimination which has been much objected to. Between points where no delivery service exists a reduction is made, having regard to the appropriate graduate table, of 30 cents per 100 pounds, and between points where but the one wagon service exists of 15 cents per 100 pounds.

Important concessions are made in case of traffic by extending the pound unit from 10 to 15 pounds, and by recasting the graduate table under multiples of five, both as to the price and weight, as against the companies' proposition of tables based on multiples of ten.

Effect is being given to the special complaint of Prince Edward Island against the proposed 25 cent arbitrary in connection with the ferry service between Port Borden and Cape Tormentine.

HORSES DIE FROM EATING BRACKEN

Investigations carried on by the Biological Laboratory at Ottawa, in connection with the work of the Veterinary Division, Department of Agriculture, have definitely proven that the common bracken (*Pteris aquilina* L.) has caused beyond doubt the death of many horses on the Pacific coast. Experiments have clearly shown the quantity of this poisonous plant which will produce the disease, known as bracken poisoning. The Veterinary Division has devised ways and means for the cure and the prevention of the affection, as stated in the report of the Veterinary Director General for the year ending March, 1918.

GRAIN SHIPMENTS AT WESTERN POINTS

Less Quantity Inspected since September than in Previous Year

The following report on grain storage and movements has been received from the Winnipeg branch of the Department of Immigration and Colonization:—

In store at Government interior elevators: Moosejaw, 687,539 bushels; Saskatoon, 329,049 bushels; Calgary, 553,305 bushels.

In store at C.P. interior elevators, 3,455,907 bushels; 1917, 1,630,178 bushels.

In store at all elevators at lake front, 6,245,887 bushels.

Inspected since September 1, 1918:—

Wheat. Other grains. Total.
 1918—120,612,000 44,800,150 165,412,150
 1917—151,578,000 76,266,550 227,844,550

Grain shipped by rail since September 1, 1918: C.P. tracks, 7,328,527 bushels; lake front, 8,985,340 bushels.

Grain shipped by boat and rail since September 1, 1918: C.P. tracks, 68,481,158 bushels; lake front, 104,402,650 bushels.

Grain shipped by boat since opening of navigation, April 15, 1919: C.P. tracks, 24,150,953 bushels; lake front, 45,161,358 bushels.

WAVE ACTION WHICH WORKS BEACH PLACERS

Concentration Effected by Waves on Western Coast

In Summary Report, 1918, Part B, issued by the Geological Survey, Department of Mines, an account is given of the Wreck Bay Beach Placers situated on the West Coast of Vancouver Island, British Columbia, which, as stated in the report, is of unusual interest because the placers are worked simply by the washing of the waves on the beaches. The account in the report is as follows:—

"Lying between Kennedy lake and the west coast of the island, and extending from Ucluelet to Tofine inlet, is a flat coastal plain composed of unconsolidated sands, fine gravels, and thin beds of blue clay. The plain is about 60 feet above sea-level, and is bounded along the coast by a perpendicular wave-cut cliff, at the foot of which is a beautiful beach sloping gradually out to sea.

"These sediments contain a small amount of black sand and fine gold, which is being continually concentrated at the base of the cliff by the action of the waves. Prospectors and campers come periodically and clean up the gold by panning the black sand found at the foot of the cliff.

"Several attempts have been made recently to use small concentrating machines operated by hand or by small gasoline engines, but the amount of sand is small and is soon worked out. A number of years ago some of the local settlers organized a company and installed a flume and sluice boxes, from which were obtained several thousand dollars worth of gold, this being the first time these wave-washed concentrates had been worked.

"The gold probably comes from the gold-bearing quartz veins that are known to occur in the mountains to the west. The quantity of gold in the sediments is too small to be extracted commercially where concentration has not already been effected by wave action."

The Dominion has not made any grants of lands in aid of railways since 1894, as stated in the current report of the Department of Railways and Canals.

Take some change in Thrift Stamps.

STORY OF GRAIN TRADE TOLD IN FULL DETAIL IN CROP YEAR REPORT

Produced by Dominion Bureau of Statistics and Board of Grain Commissioners Jointly

SHOWS FLOW OF GRAIN

In the introduction to the report on Grain Trade Statistics for 1918 the Dominion Statistician, Mr. R. H. Coats, makes the following statement:—

"It is the object of the report to show in full detail the movements of grain in Canada from the producer to the final markets. The report represents a considerable enlargement on previous statistics and is the first attempt to deal with the subject of the grain trade comprehensively. The following statement of the scope of the report may, therefore, be of interest.

"To simplify the marketing of Canadian grain the country is divided into two main areas, the eastern and the western, the dividing line being at Port Arthur and Fort William, which localities are included in the western field. As representing the grain which is subject to movement during any year (the year covered by the report is the crop year ending August 31), the following items are taken: Current production and the quantity in store at the beginning of the crop year in country elevators and in terminal elevators at the head of the lakes. The statistics then illustrate the movements of this grain through the several channels until it is finally disposed of either by shipment from the head of the lakes, by rail from Fort William and Port Arthur, over into the international border into the United States, or by water from Vancouver. Similarly in the eastern division the current crop and the amount on hand in eastern elevators, together with the receipts from the West, are traced from stage to stage, either to local consumption or to export to the United States, the United Kingdom, and other countries.

"The attempt has not been made to retain trace of the identity of the grain as it moves toward export. The plan has been adopted of looking upon the commerce of the western and eastern divisions as pools into and from which streams of grain flow. The size of these streams is shown, and the volume of grain at the chief market points, month by month.

THE WESTERN DIVISION.

Starting with the western division, there is a certain amount of grain on hand at the beginning of the year, left over from the last season. To this is added the year's crop. Of this total stock of the year in the western pool a large part goes into commerce, although a portion is left for seed and feed. The portion used for seed can be estimated; the amount used for feed, etc., can be ascertained only by subtracting all other known quantities from the total year's pool. The portion that goes into commerce passes through country elevators or over railway loading platforms. The former quantity is known pretty accurately; the latter, as yet, can only be estimated. It is possible to ascertain the amount of grain milled in the West and the amount shipped out of the division. This really constitutes the commercial grain of the West. It is known what part of that is inspected, what part goes through the interior terminal elevators at the lake head, what part is exported into the United States and other countries from west of the Great Lakes, what part goes to United States lake ports from the terminals by water and what part to the Canadian ports, and what part goes into the eastern division by rail.

THE EASTERN DIVISION.

For the eastern division approximately the same facts are known; only here, in addition to the hold-over from

the previous year and the crop of the current year, there are the large streams flowing in from the West already noted. This is treated as another pool of grain in the same manner as the western, the streams leading both in and out being traced, and the amount in the pool at the beginning and end of the period being measured.

There are certain radical differences between the West and the East. In the East no record as to the amount of the commercial grain is available from inspections, nor from movement through country elevators. The only evidence as to the amount of strictly eastern commercial grain is found by subtracting the movements into the pool from the amount milled therein and the amount shipped out. In the case of rough grains, milling figures are lacking for the crop year as yet, although it is hoped to have them for next year. Another striking difference between the commerce of the two divisions is that whereas the bulk of the grain of the West moves through terminals, at lake head, the movement in the East is distributed through a number of centres. It has been possible to show the movement through these ports in considerable detail.

One fact which it has been attempted to bring out clearly is the monthly utilization of the capacity of the various classes of elevators as shown in the data already currently published in the visible supplies in store. These data show the absence of that regular flow of traffic which will give the lowest costs for transportation and storage and at the same time ensure the highest price in the foreign grain markets.

The report is issued by the Internal Trade Division of the Dominion Bureau of Statistics in collaboration with the Board of Grain Commissioners. A considerable portion of the data has been supplied by Mr. A. E. Ursell, statistician of the Board. The report as a whole has been prepared by W. Dougan under the supervision of R. J. McFall, Ph.D., chief of the Division of Internal Trade Statistics.

DEPOSIT FUNDS WITH COMPENSATION BOARD

New Brunswick and Nova Scotia require Special Deposits

Two sums not exceeding \$10,000 are to be deposited with the Compensation Boards of New Brunswick and Nova Scotia to provide compensation where employees of His Majesty are killed or suffer injuries while performing their duties. An Order in Council to this effect was passed on July 9, as follows:—

The Committee of the Privy Council have had before them a report, dated 2nd July, 1919, from the Minister of Railways and Canals, referring to Bill 30 of the present session of Parliament, entitled "An Act to amend an Act to provide Compensation where employees of His Majesty are killed or suffer injuries while performing their duties," which Bill was assented to and came into force on the 6th day of June, 1919, and drawing particular attention to the following provision:—

"(3) Any compensation or costs awarded hereunder may be paid by the Minister of Finance out of any unappropriated moneys in the Consolidated Revenue Fund of Canada; or the Minister of Finance may from time to time take such amount of money as may be authorized by the Governor in Council from the Consolidated Revenue Fund and deposit such money with the board, officers, authority or court authorized by the law of any province to determine compensation cases, from which deposit such board, officers, authority or court may pay any compensation and costs awarded under the provisions of this Act."

The Minister observes that the Compensation Boards of the provinces of New Brunswick and Nova Scotia require the making of such a deposit as an antecedent condition to their dealing with claims.

The Minister recommends that the Minister of Finance be authorized to deposited accordingly with each of the said Boards a sum not exceeding \$10,000, and to replenish such deposit from time to time as the same becomes necessary on account of the payment of claims by the Board therefrom pursuant to the provisions of Cap. 15 of the Statutes of 1918, as amended by the Act referred to.

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

RODOLPHE BOUDREAU,
Clerk of the Privy Council.

BULK OF CHEESE FROM ONTARIO AND QUEBEC

Ontario and Quebec together in 1917 produced 97 per cent of the total factory-made cheese of Canada, according to the report on dairy factories for that year, recently issued by the Dominion Statistician. The total production of factory cheese in 1917 was 194,904,336 pounds, of a value of \$41,180,623. Of this, Ontario produced 121,173,086 pounds, valued at \$25,771,944; Quebec, 67,835,017; Prince Edward Island, 2,234,985 pounds; Alberta, 1,274,905 pounds; New Brunswick, 1,244,106 pounds; Manitoba, 1,003,646 pounds; British Columbia, 71,094 pounds; Nova Scotia, 67,497 pounds.

Wharf at Stewart.

Sealed tenders addressed to the undersigned, and endorsed "Tender for wharf at Stewart, B.C.," will be received at this office until 12 o'clock noon, Wednesday, August 20, 1919, for the construction of a wharf at Stewart, District of Skeena, B.C.

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 at Prince Rupert, B.C., at the Post Offices, Vancouver, B.C., and Stewart, B.C.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth 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 submit a regular bid.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, July 17, 1919.

Sale of Pontoon.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Pontoon," will be received at this office until 12 o'clock noon, Tuesday, July 29, 1919, for the purchase of the Landing Pontoon, "St. Joseph," lately in use at the wharf of the Lorne Graving Dock at Lauzon, P.Q.

The pontoon is now lying at the dock of the Canadian Import Co., in the Inner Louise Basin, City of Quebec, where it may be examined at any time.

Tenders require to be signed in full with the names of the actual tenderers. Payment is to be made on notification of quotation being accepted, and pontoon is to be removed within 8 days of this notification.

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 ten per cent (10 p.c.) of the amount of the tender, which will be forfeited if the person tendering decline to carry out his bid. 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.

The Department reserves the right to reject the highest or any tender.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, July 16, 1919.

IMPORTANCE OF CANAL SYSTEM OF DOMINION

How Canals Connect Natural
Waterways From Sea to
Head of Great Lakes De-
scribed in Report

74 MILES OF CANALS

"The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of lake Superior, comprises 74 miles of canal, with 48 locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the south-west end of lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur, 6 miles apart. From Fort William connection with the main transcontinental line of the Canadian Government Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

"On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots both by day and by night. The Lachine, Soulanges, Cornwall, Welland, and Sault Ste. Marie canals are lighted throughout by electricity and electrically operated. The Farran's Point canal is lighted by acetylene gas.

"Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east and west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel to lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic ocean," as stated in the report of Mr. W. A. Bowden, Chief Engineer of the Department of Railways and Canals, in the annual report of the department for 1918.

Indian Head Building.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Office Building, Forestry Branch, Indian Head, Sask.," will be received until 12 o'clock noon, Tuesday, August 12, 1919, for the construction of an office building, Forestry Branch, Indian Head, Sask.

Plans and specification can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Ottawa; the Clerk of Works, Regina, Sask., and of the Resident Architect, 802 Lindsay Building, Winnipeg.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth 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.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, July 15, 1919.

Buy Thrift Stamps for children.

REVISED ESTIMATE OF AREAS UNDER CROP

Dominion Bureau of Statistics Figures Up To June 30 Last

The Dominion Bureau of Statistics has issued the revised estimate of the areas sown to spring grains, potatoes, and hay, an estimate of the areas sown to late cereals, and a statement of the condition of grain, grass, and potato crops. The estimates, both of area and condition, are compiled from the returns of crop correspondents on June 30.

Areas under Principal Grain Crops and Hay.—For all crops, excepting rye, the areas now estimated are larger to the extent of 1 or 2 per cent than those reported a month ago as applying to the end of May. The total area under wheat is now estimated to be 17,282,570 acres, spring wheat occupying 16,484,820 acres, and fall wheat 797,750 acres. The area sown to oats is placed at 14,754,150 acres, or 0.3 per cent less than last year. Barley is 3,017,920 acres, or 4 per cent less; rye, 565,275 acres, 2 per cent more; peas, 213,283 acres, 10 per cent less; mixed grains, 886,650 acres, 4 per cent less; hay and clover, 10,662,870 acres, 1 per cent more; and alfalfa, 186,793 acres, or 0.2 per cent more. In the three Prairie Provinces the estimate area under wheat is 15,751,700 acres, comprising 2,929,000 acres in Manitoba, 8,972,000 acres in Saskatchewan, and 3,850,600 acres in Alberta; under oats, 9,561,000 acres, comprising 1,715,000 acres in Manitoba, 5,088,000 acres in Saskatchewan, and 2,758,000 acres in Alberta; and under barley the acreage is 2,192,000, comprising 1,103,000 acres in Manitoba, 857,000 acres in Saskatchewan, and 432,000 acres in Alberta.

Later Sown Cereals and Hoed Crops.—The acreages under late sown cereals and hoed crops are for Canada as follows, last year's final estimates being placed within brackets for comparison: Buckwheat, 535,225 (548,097); flax, 1,069,330 (1,068,120); corn for husking, 239,050 (250,000); beans, 166,066 (228,577); potatoes, 712,665 (735,192); turnips, etc., 330,935 (343,037); corn for fodder, 487,115 (502,069). By percentages, the areas under buckwheat and flax are practically equal to last year, corn for husking and turnips, etc., are 4 per cent less, potatoes and fodder corn are 3 per cent less, and beans are 27 per cent less.

Condition of Grain, Potato, and Hay Crops.—The condition of the principal grain crops at the end of June indicates that for the fourth successive year the yields for Canada will be below those of the decennial average. In Saskatchewan, where more than half the wheat crop is grown, the situation at the end of June was very serious, the grain crops suffering greatly from drought with high and dry winds. Frost on June 1 did considerable damage, and barley and oats had in many instances to be resown. Heavy rains towards the end of June proved beneficial. A telegram received from the Saskatchewan Department of Agriculture brings the report up to July 14 as follows: "Crop condition improved during past two weeks. Early sown grain badly damaged by drought, but later sown will make an average crop. In the east central and northeastern districts, and in the northern part of the southeastern district, conditions are above average. In the Regina-Weyburn district an average crop is expected. In the south central, the southwestern, the central, the west central, and northwestern districts the crops will be below average and in some parts a total failure. In the south central, southwestern, and west central districts both seed and feed will be needed. In Alberta the wheat prospects at the end of June were very poor, all grains suffering from lack of moisture. Owing to drought and intense heat, the general outlook is very serious. Cutworms have also done much damage. Throughout Manitoba, on the other

SUMMARY OF CANADIAN TRADE FOR JUNE.

IMPORTS ENTERED FOR HOME CONSUMPTION.

	Month of June.				Three months ending June.			
	1918.		1919.		1918.		1919.	
	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.
	\$	\$	\$	\$	\$	\$	\$	\$
Agricultural and vegetable products, mainly foods	3,159,714	6,419,191	2,937,163	10,098,095	11,311,359	18,640,412	7,769,545	23,413,517
Agricultural and vegetable products, other than foods	3,781,137	806,349	2,504,000	1,404,094	12,285,207	2,829,861	7,865,174	3,944,918
Animals and animal products	1,173,489	2,236,244	2,236,075	6,725,818	4,382,751	8,056,083	5,486,928	12,891,564
Fibres, textiles and textile products	6,295,922	6,895,623	3,854,939	7,681,672	21,449,773	21,729,373	12,243,851	21,790,085
Chemicals and chemical products	2,182,631	1,557,109	730,282	1,069,999	5,306,811	4,544,752	2,125,180	3,137,873
Iron and steel, and manufactures thereof	5,249,051	11,897,126	2,775,714	12,229,679	15,655,042	38,935,156	9,274,890	33,629,385
Ores, metals and metal manufactures, other than iron and steel	1,327,576	2,246,014	1,434,308	2,416,680	4,106,830	7,183,632	3,314,333	6,657,184
Non-metallic minerals, and products	3,946,169	8,149,196	4,404,443	4,334,252	11,716,946	22,643,351	9,723,344	13,751,865
Wood, wood products, paper, and manufactures	1,824,433	1,673,009	1,562,488	1,632,980	4,281,529	4,808,092	4,197,977	4,712,972
Miscellaneous	9,036,222	2,310,531	2,394,742	2,538,056	23,290,661	7,370,187	6,994,153	7,691,046
Total	37,994,394	44,100,392	24,834,154	50,181,335	113,786,909	136,740,899	68,995,105	131,620,409
Duty collected		13,426,381		13,805,595		42,250,761		38,902,994

EXPORTS.

	Month of June.				Three months ending June.			
	1918.		1919.		1918.		1919.	
	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.
	\$	\$	\$	\$	\$	\$	\$	\$
Agricultural and vegetable products, mainly foods	26,728,064	187,313	33,715,143	263,275	79,560,227	501,819	96,450,495	1,466,632
Agricultural and vegetable products, other than foods	1,469,853	80,379	1,723,801	56,892	4,841,450	158,045	5,291,384	491,676
Animals and animal products	15,682,617	364,493	22,448,830	599,821	33,071,247	749,538	55,113,754	2,503,456
Fibres, textiles, and textile products	2,398,649	18,154	1,623,100	402,994	7,033,276	105,409	5,678,867	1,417,057
Chemicals and chemical products	3,362,017	21,395	1,611,924	1,382,647	9,578,666	398,111	5,301,757	1,781,143
Iron and steel and manufactures thereof	5,369,328	853,630	6,029,070	786,931	14,047,849	1,974,096	19,787,087	1,429,614
Ores, metals and metal manufactures, other than iron and steel	7,000,826	83,235	3,551,112	59,223	20,554,376	151,621	9,936,572	155,228
Non-metallic minerals, and products	2,479,080	266,380	1,891,914	79,214	5,727,375	696,316	4,734,553	174,984
Wood, wood products, paper, and manufactures	15,346,401	19,254	13,076,872	16,806	38,762,148	79,031	33,872,431	65,235
Miscellaneous	28,672,953	344,341	1,677,186	395,441	45,496,865	839,802	7,929,898	1,549,126
Total	108,509,788	2,238,574	87,348,952	4,042,744	258,673,479	5,653,778	244,096,798	11,034,151

RECAPITULATION.

	Month of June.		Three months ending June.	
	1918.	1919.	1918.	1919.
	\$	\$	\$	\$
Merchandise entered for consumption	82,094,786	75,015,479	250,527,808	200,615,514
Merchandise, domestic, exported	108,509,788	87,348,952	258,673,479	244,096,798
Total	190,604,574	162,364,431	509,201,287	444,712,312
Merchandise, foreign, exported	2,238,574	4,042,744	5,653,778	11,034,151
Grand total, Canadian trade	192,843,148	166,407,175	514,855,065	455,746,463

hand, the weather has been very favourable to all crops, the rainfall as a rule being plentiful, and on the whole wheat and oats are doing well. Expressed numerically, the condition for all Canada in percentage of the decennial average is as follows, last year's condition on June 30 being given within brackets: Fall wheat, 102 (71); spring wheat, 90 (86); all wheat, 91 (85); oats, 87 (91); barley, 91 (93); rye, 97 (89); peas, 92 (99); mixed grains, 91 (99); hay and clover, 92 (87); alfalfa, 96 (85); pastures, 100 (88); and potatoes, 95. In Manitoba the condition of wheat

is 100, as against 88 last year; in Saskatchewan 91, against 85; and in Alberta 80, against 83.

Creameries and Dairy Factories.

The total number of Canadian creameries and dairy factories operating in 1917 was returned to the Dominion Bureau of Statistics as 3,418, including 949 creameries, 1,900 cheese factories, 549 combined factories (butter and cheese), and 20 condensed milk factories.

Butter Production in 1917.

The total production of creamery butter in Canada in 1917 was 87,526,939 pounds, of the value of \$34,274,218, as compared with 82,564,130 pounds which had a value of \$26,966,355 in 1916 and 82,991,453 pounds of the value of \$24,385,052 in 1915, as stated in the report on dairy factories issued by the Dominion Bureau of Statistics.

Women should save through W. S.S.

DECREE CHANGES LIST OF RESTRICTIONS FOR IMPORTS BY FRANCE

New Order Passed on June 13 Has Been Received by French Consul General in Canada Regarding Alterations.

LIST OF MERCHANDISE

The French Consul General has communicated to the Department of Public Information a copy of a decree of the President of the French Republic, under date of June 13, 1919, repealing the decree of January 20, 1919, establishing a prohibition on the importation into France of certain merchandise. Under the new decree the importation into France becomes free for all merchandise with the exception of that enumerated in the following table. The merchandise enumerated in the list are the only classes for the importation of which a permit is provisionally required.

The new decree does not apply to merchandise from European countries which come under the general tariff. All importations of merchandise produced in or coming from those countries remain subject to a special permit.

The list of merchandise which can be imported into France under permit only is as follows:

Animal Products.

Frozen meats; wools carded or combed, or carded or combed after being dyed.

Mealy foods, grains and flours.

Wheat, spelt and meslin.

Beverages.

Grape must; wines produced exclusively from the fermentation of fresh grapes; wines from dried grapes and from any other beverages not denominated.

Marbles, Stones, Fuels, Minerals, Etc. Coal.

Chemicals.

Potash or carbonate of potassium. Chemicals derived from coal tar, as enumerated in paragraph 2 of Art. 280.

Prepared Dyes.

Dyes derived from coal tar.

Divers compositions.

Perfumes (other than soaps). Compound medicaments; Alcoholic distilled waters.

Wires.

All wires (except binders).

Tissues.

Tissues.

Paper.

Newspaper paper.

Manufactured hides and furs.

Furs prepared or manufactured.

Metal Manufactures.

Gold and silver goods, jewellery and jewels; clocks and watches; chimes, music boxes and furniture. Metal statues.

Arms, powders and munitions.

Regular portable war arms and war arms for foreign use (rifles and carbines). Ancient arms for collections and arms of all sorts for panoplies. Arms for the trade. Carriage arms and carriages. Detonating powder caps. Cartridges, projectiles, fireworks.

Musical Instruments.

Accessories and separate pieces for these instruments.

Articles of various materials.

Pipes and tubes from exotic woods or native woods, ornamented with amber, ambroid, ivory, shell or pearl; cigarette holder mounted or not, other objects of ivory, pearl, shell, amber or ambroid. Toys, other than made of ivory, pearl, shell, amber or ambroid. Fans and hand screens. Briquets and lighters, "Amorces" in tape form or ferrocerium; millinery (articles of); flowers, follages, artificial fruits, even when fixed on objects other than millinery, branches for vases and similar articles for decorations and their separate pieces. Plants and flowers naturalized, sterilized, painted or prepared.

Merchandise the Importation of which is subject to Special Regulations.

Tobaccos in leaves or twists, manufactured tobaccos, cigars, cigarettes, chewing and smoking tobaccos, tobacco juice.

Distilled Beverages.

Brandies, absolute prohibition. (Decree of December 22, 1916.) Other alcohols. Absolute prohibition with exceptions provided in the decree of December 22, 1916, modified by the law of July 9, 1917. Liqueurs. Absolute prohibition (decree of December 22, 1916).

Chemicals.

Saccharine, prohibited by the Customs laws.

Various Compositions.

Compound medicaments not enumerated in an official pharmacopae.

Paper.

Currency paper, prohibited (Law of April 3, 1918). Counterfeiting of library; playing cards. (Articles prohibited by the Customs Law).

Arms, powders and munitions.

Gun powder, prohibited by the Customs law.

Articles in various materials.

Matches and wood prepared for the manufacture of matches. The Customs law reserves for the monopoly of the state the importation of these articles.

(1) Under the Law of Customs these products can be imported only by the Régie, with an exception for the importations of tobaccos for the personal use of the importers for a limited quantity of 10 kilogrammes per importer and per year subject to special authorizations and the complying with the established regulations.

RETURNED MEN MAKE MEMORIAL

Esquimalt Altar is being Carved under Vocational Training

High tribute to the efforts of the men trained in the vocational workshops of the Department of Soldiers' Civil Re-establishment has been paid at Esquimalt, B.C., where a memorial altar dedicated to the memory of soldiers who enlisted from the church of St. John, Victoria, will be made entirely by returned men.

The design for the altar, which promises to be a very beautiful piece of work in fourteenth century Gothic style and carried out in Canadian oak, has been created by Mr. W. D. O'Rochfort, architect, who is superintendent of the engineering branch of the Soldiers' Civil Re-establishment.

The altar is to be 6 feet 6 inches long, with niches on either side for ornaments. The names of all church members who took part in the war will be inscribed upon three large panels on either side. A four-centered arch directly over the altar is to be richly carved with relief Beceel carving. The entire design and finish has been thought out with a view to conforming to the general effect and colour scheme of the church.

When completed this unique memorial will fulfil its mission in a double sense as a perpetuation of the splendid heroism of those who have passed on and of the present endeavours and good workmanship of their comrades who have been left to carry on in the face of disabilities.—*Department of Soldiers' Civil Re-establishment.*

QUEBEC FIRST IN BUTTER PRODUCTION

The largest production of creamery butter in any province in Canada in 1917 was in Quebec, which produced 34,392,562 pounds, followed by Ontario with 28,714,352 pounds; Alberta, 8,943,971 pounds; Manitoba, 7,050,921 pounds; Saskatchewan, 4,220,758 pounds; Nova Scotia, 1,746,662 pounds; British Columbia, 1,294,743 pounds; Prince Edward Island, 597,271 pounds; and New Brunswick, 565,699 pounds, as shown in the report on dairy factories for 1917, issued by the Dominion Bureau of Statistics.

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 are constantly being invited by the different departments of the Government, tender forms and specifications being distributed by mail to all individuals or firms concerned, known to the Commission.

The War Purchasing Commission keeps a register of the different firms and lines of business they are interested in, and it is, therefore, advisable that those wishing to have tender forms sent them should register their names, addresses, catalogues, etc., with the War Purchasing Commission, which co-operates with all other departments.

Tenders have been invited by the different departments of the Dominion Government between July 12 and 18, as follows:—

PUBLIC WORKS—

Articles.	Point of delivery.	Date due.
Galvanized iron telegraph wire	Kamloops	July 24
Nosing plates	Quinze Dam	" 21
Electric clock system	Ottawa	" 24

SOLDIERS' CIVIL RE-ESTABLISHMENT—

Stain and oil paint	Toronto	July 23
Sole leather	"	" 21
Flush	"	" 22
Meat, fish, milk, bread, butter, eggs	Kingston	" 25
Glass bases	Montreal	" 19
Dining room tables	Ottawa	" 19
Lathes	Hamilton	" 21

AGRICULTURE—

Lawn wire fencing and barbed wire Hull

PUBLIC PRINTING AND STATIONERY (STATIONERY BRANCH)—

Despatch bags	Ottawa	July 24
Cartridge envelopes	"	" 24
Mailing tubes	"	" 24

INTERIOR (TOPOGRAPHICAL SURVEY BRANCH)—

Surveying aneroids Ottawa Aug. 1

JUSTICE (INTERNMENT OPERATIONS)—

Flour Kapuskasing July 17

JUSTICE (PENITENTIARIES BRANCH)—

Sole leather Stony Mountain July 21

ROYAL NORTHWEST MOUNTED POLICE—

Canoes Ottawa

POST OFFICE—

Rural mail carriers Ottawa

MILITIA AND DEFENCE—

Holdings	Calgary	July 24
Cases, wood, packing	Ottawa	" 22
Black lead	"	" 22
Chucks	Quebec	" 24
Potatoes and vegetables	Fredericton	" 24
Removal of ashes	Quebec	" 17
Coal	Toronto	" 18
Coal	Hamilton	" 18
Coal	Brantford	" 18
Coal	Burlington	" 18
Rice	Montreal	" 25
Onions	Hamilton	" 25
Onions	Toronto	" 25
Pastry flour	"	" 17
Raisins	Winnipeg	" 25
Coal	Quebec	" 25
Coal	Lévis	" 16
Canned tomatoes	Kingston	" 16
Canned peas	"	" 16
Canned corn	"	" 16
Canned corn	Cobourg	" 16
Canned peas	"	" 16
Coal	Winnipeg	" 26
Pastry flour	St. John	" 26
Sugar	"	" 26
Forage	"	" 26
Fish	"	" 26
Tea	Halifax	" 28
Sugar	Winnipeg	" 28
Currants	Kingston	" 28
Coal and wood	Victoria	Aug. 4
Coal and wood	Esquimalt	" 4
Coal and wood	Qualicum	" 4
Dry cleaning	Toronto	July 17
Removal of ashes	St. Catharines	" 17

SURPLUS STORES—

Hand towels	July 25
Stable broom handles	" 21
Filter paper	Aug. 5
Table spoons	" 13
Table forks	" 13
Pliers	" 13
Scrubbing brushes	" 13

Are you buying W.S. Stamps?

Use W.S.S. for systematic saving

EDITORS OF U.S. TO BE GUESTS OF DOMINION

Arrangements Completed for
Entertainment of American
Writers who will Visit
Western Canada

PRAIRIE AND COAST

The National Editorial Association of the United States is having its annual gatherings this year at Seattle, Portland, and Victoria, B.C., and in both going and coming from British Columbia they will travel through Western Canada. From Winnipeg to Victoria and return they will be the guests of the Dominion Government and travel under the direction of the Department of Immigration and Colonization. There will be about 225 members in the party. The members of the party will arrive in Winnipeg on Monday, July 28, and will concentrate at the Royal Alexandra Hotel. After breakfast and for the balance of the day the editorial party will be the guests of the Winnipeg and District Water Commissioner and will be taken by special train to Shoal lake, 100 miles northwest of Winnipeg, the source of the new water supply of Winnipeg and district.

On Thursday, the 29th of July, the visitors will be the guests of the City Council, the Board of Trade, and the Women's Canadian Club. At midnight they will leave by special train for Portage la Prairie. The citizens will entertain the guests to breakfast and drive them all around the beautiful country of Portage Plains. The train will be boarded again at half-past eleven and proceed through northwestern Manitoba to the city of Dauphin, which will be reached in the early afternoon. There the Board of Trade of Dauphin will entertain the party at supper.

TO VISIT SASKATOON.

Leaving Dauphin shortly after sunset on Wednesday night, the train will proceed to Saskatoon, the party breakfasting on the way. Arriving in the "Quaker City" at nine o'clock, they will be received by the Mayor and City Council, the president and officers of the Board of Trade, and other citizens, and will spend five or six hours in this enterprising and progressive community, during which they will be entertained to luncheon.

Early in the afternoon the special will proceed to Prince Albert, where at six o'clock on Thursday, July 31, supper will be served by the Board of Trade and a visit made to the interesting surrounding country. The train will leave Prince Albert some time after midnight, arriving at North Battleford very early in the morning of August 1. Here they become the guests of the citizens of North Battleford to luncheon, and will be entertained with the many outstanding features of this progressive community.

The excursion will proceed westward, leaving North Battleford at eleven, crossing the Battle and Saskatchewan rivers to South Battleford, leaving there at noon and, by way of Biggar, arriving at Wainwright on the Grand Trunk Pacific shortly after six o'clock in the evening of August 1. There will be an automobile trip through the grain fields, while those who are interested in the study of animal history will have convenient opportunity for visiting the Great National Buffalo Park at Wainwright where may be seen the largest herd of buffalo in captivity in the world.

Shortly after midnight the train will leave Wainwright, arriving at Edmonton August 2. Breakfast will be served on the train, while the citizens provide a luncheon for the party and automobile trips throughout the district. In the evening dinner will be provided by the Board of Trade and a reception held at the magnificent MacDonald Hotel, where the visitors will meet the

Lieutenant-Governor of the Province, the Premier of Alberta and his colleagues.

AT JASPER PARK.

Leaving Edmonton shortly after midnight, the train proceeds westward over the Canadian National railway to the beautiful Jasper park, which is reached about eleven o'clock on Sunday, August 3. Divine service will be held in the grounds of the park, and shortly after noon a barbecue will be provided, the meat for the occasion being obtained from the wild animals of this great national park. Leaving Jasper, the train will proceed through some of the most beautiful mountain scenery in the world to lake Lucerne. The train will remain here overnight and leave for a run through the mountains by daylight, arriving at Kamloops about nine in the evening of Monday, August 4. The train will remain here during the night and leave Kamloops at ten o'clock on Tuesday, August 5, en route to Vancouver, spending the night of the 5th and 6th at Boston Bar, arriving at Vancouver late in the evening of Wednesday, August 6.

Thursday, August 7, will see the party the guests of the city of Vancouver for luncheon and the Board of Trade for supper, and during the day the citizens of Vancouver will entertain them to the great natural beauties of the city of Vancouver, including Stanley park and English bay.

The excursionists will leave Vancouver at eleven on the night of August 7 by steamer for Seattle. In the intervening days to August 19 the party are the guests of the Northwest Pacific Association and other friends in the United States, proceeding as far south as Portland and Crater lake, returning to Victoria on Sunday, August 17, where a part of the National Editorial Convention will be held, and leaving there for Vancouver, at which point they arrive late in the evening of Tuesday, the 19th, and leave immediately on the Canadian Pacific Railway on the eastward journey. An hour will be spent at Sicamous, from eleven to twelve noon on August 20, meals being served on the train.

IN THE MOUNTAINS.

The party will reach Revelstoke at two o'clock. An al fresco old-fashioned prospecting miner's supper will be served on the banks of the classic Columbia at Revelstoke in the evening. The party will remain at Revelstoke until midnight when the train moves forward to Field, and leave Field at six o'clock for the daylight run eastward through the mountains at perhaps the most grand and impressive part. Lake Louise is reached at 7.30, and the Chateau with its lake in the clouds between 8.30 and 9. Luncheon will be served in the Chateau between eleven and twelve of the forenoon and the party will leave by the mountain tramway for the station about two, leaving lake Louise shortly after three p.m. on August 21, arriving at Banff station about 4.30 on the same day, where supper will be served at Banff Springs hotel at 5.30, and a reception, concert and dance provided the visitors in the grand ballroom of the hotel. The party leaves Banff after visiting the sulphur springs and inspecting the marvellous improvements made by the Government of Canada at this great natural beauty spot, and proceed direct to Red Deer in Alberta, where they arrive on Friday morning, the 22nd August. They will breakfast on the train at Red Deer, and lunch as the guests of the citizens of that enterprising town. Leaving Red Deer about 12.30, the special will retrace its steps to Calgary. There the Board of Trade will entertain to supper, and at 8 p.m. the citizens generally will hold a formal reception in the beautiful Palliser hotel.

COMING BACK EAST.

Calgary will be left at midnight and Lethbridge reached at six in the morning of August 23. An automobile trip will be given through this wonderfully productive country, with its Old Man and Belly rivers and great adjacent coal fields. Leaving Lethbridge shortly before noon, which is reached at 4.30 p.m. where the train will remain overnight. After a banquet tendered by the citizens, the party will proceed eastward, arriving at Swift Current at 9.30 a.m. Sunday, August 24. The citizens of Swift Current will serve luncheon to the guests. The train will leave Swift Current in the evening arriving at Moose Jaw some time through the night. On Monday, August 25, the visitors will breakfast on the train and lunch at Moose Jaw as the guests of the city. Here they will have an opportunity of visiting one of the finest spots of agricultural Western Canada. They will remain until 1.30 p.m., proceeding eastward 45 miles to the capital city of Regina, which will be reached at three p.m. on Monday. Here they will be the recipients of a cordial reception from the citizens generally and will meet the Lieutenant Governor and the members of the Saskatchewan provincial cabinet, and here they will become the guests of the Regina Board of Trade. At midnight the party leaves for Brandon, where they will spend the forenoon of Tuesday, August 26. After breakfast on the train they will become the guests of the Board of Trade of the "Wheat City" as it is familiarly known in the West. There they will visit the surrounding country and the Experimental Farm.

The party will leave Brandon at half past two Tuesday afternoon, arriving in Winnipeg at 6.45 the same evening, where dispersal will take place at the Royal Alexandra hotel, those going eastward to the head of the Lakes proceeding on the regular train, and those going westward by a special that will pull out about eleven p.m. on Tuesday, August 26.

Buy War Savings Stamps.

ARE COUNTED AS ON ACTIVE SERVICE

Soldiers Under Civil Re- Establishment get Benefit of Gratuity

In future all officers and soldiers of the Canadian Expeditionary Force who have been transferred to the Department of Soldiers' Civil Re-establishment for medical care shall be counted, for the purpose of payment of war service gratuity, to be still upon active service until the time of their complete discharge from the strength of the Department of Soldiers' Civil Re-establishment.

This will work out so that at the conclusion of treatment the gratuity pay shall be computed upon the length of military service, plus the entire period of medical treatment. This ruling will apply to all officers and men coming within the scale of gratuity payments who have since February, 1918, or may hereafter be retired or discharged from either the military or naval forces.

P.E.I. Tender.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Boat Harbour at North Lake, P.E.I.," will be received at this office until 12 o'clock noon, Tuesday, August 19, 1919, for the construction of a channel protection works on either side of the new opening from the Gulf of St. Lawrence into North Lake, King's County, P.E.I.

Plans and forms of contract can be seen and specification and forms of tender obtained at this Department; at the offices of the District Engineers at Charlottetown, P.E.I.; Halifax, N.S.; and at the Post Office, Elmira, P.E.I.

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 \$20, payable to the order of the Minister of Public Works, which will be returned if the intending bidder submit a regular bid.

By order.

R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, July 21, 1919.

UNION ORGANIZATIONS AND THEIR MEMBERSHIP

The following table, taken from the annual report on Labour Organization issued by the Department of Labour, gives the names, in alphabetical order, of fifteen international trade unions having each a membership in Canada of over 5,000, and representing a total membership in the Dominion of 128,677, contained in 979 local branch unions:—

Name of Organization.	Number of Canadian Local Units.	Reported Membership of all Units in Canada.
American Federation of Labour.....		
Boilermakers and Iron Shipbuilders, International Brotherhood of.....	23	4,766
Carpenters and Joiners of America, United Brotherhood of.....	39	5,999
Clothing Workers, Amalgamated.....	117	12,394
Electrical Workers, International Brotherhood of.....	12	5,500
Locomotive Engineers, Brotherhood of.....	35	12,500
Locomotive Firemen and Engineers, Brotherhood of.....	92	5,289
Machinists, International Association of.....	96	7,558
Maintenance-of-Way Employees, United Brotherhood of.....	86	15,421
Mine Workers of America, United.....	164	8,000
Railroad Telegraphers, Order of.....	44	8,000
Railroad Trainmen, Brotherhood of.....	11	5,750
Railway Carmen of America, Brotherhood of.....	88	12,237
Street and Electric Railway Employees, Amalgamated Association of.....	95	11,087
Typographical Union, International.....	29	9,312
	48	4,864